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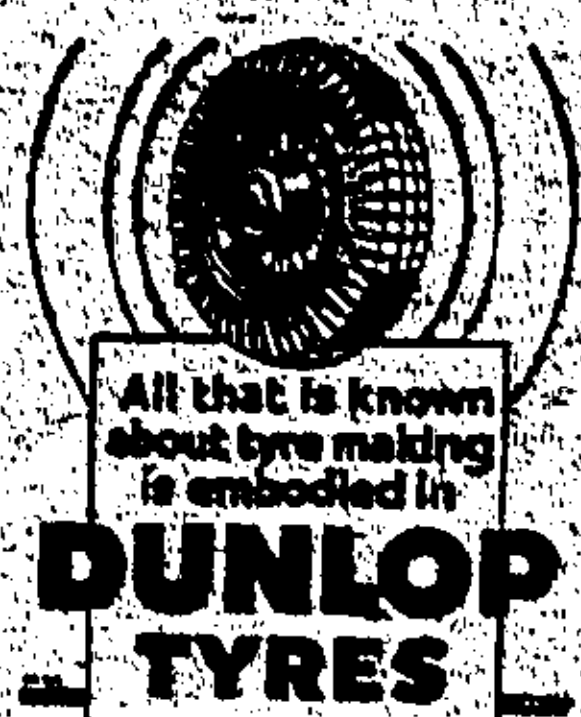
TO-DAY'S WEATHER FORECAST: FINE GENERALLY.

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OPIUM AND THE EXCHANGE

How It Operates In Kwangsi OPIUM CARAVANS ON THE MOVE

(From Our Own Correspondent)

Kiangsi, Sept. 4.

The famine is now a thing of the past. The corn crop is being gathered, and though not a full crop will carry the people through till rice comes in. We saw hundreds of pack horses loaded with rice from Kwelyang region coming this way. The price of grain is already down 30% and will keep falling. Rice prospects are very good over all this central part of province.

Opium Caravans Moving.

Opium is now moving in large caravans toward Kwelyang and from there on by the two roads S. into Kwangsi and E. into Hunan. This means that large quantities of ready money, millions of dollars, are wanted to pay for it. So that exchange with outside provinces has taken a somersault. For several months, before opium began moving freely, people with money to remit to Shanghai, Hankow, etc. were eager to take orders at 15% to 25% discount. Now exchange is near to par. If it keeps on running in that direction we shall be out of luck again, as we were a couple of years ago, when we were asked to pay 5% or more on our checks. What a change will be made in China by better facilities of communication.

The New Motor Road.

We learned in Kwelyang that the motor road to the south through Kwangsi is being hurried to a completion and that within a few months at most it will be possible to go by car right through to Wuchow, from where it is only a day or so by steamer to Canton. So that the journey between Kwelyang and Hongkong will be a week or less. It will be interesting to watch the contest of trade in this part of the world. The Yangtze route will probably be dominated by Japan. Britain of course holds the front door of the Kwangtung-Kwangsi route at Hongkong. And France will do her best to develop business over her railway through Yunnan. Given a period of freedom from brigandage there will be great developments. On the way back from Kwelyang we met a number of our merchants on their way to Kwelyang to buy goods. I asked them: "What does it mean? When we left home you were stocked up full with goods. What has happened that so soon you are running short?" The answer was, robbers are less active, so people have been coming in from the country to buy goods and they must restock. Thus business reacts immediately to political conditions. Whenever and wherever in China there is established stable and fairly just government there will be astonishing commercial development. But this military despotism ruins everything.

Candour About Missionaries.

We have just returned from a conference of workers of the China Inland Mission in Kweichow. The China Director, Rev. G. W. Gibb is making a tour of the province and all who could gathered in the capital, Kwelyang, for a few days Conference. He had already visited the stations in the East part of the province and is now proceeding to West and North West stations from where he will cross over into Yunnan. From reports given at the conference it seems that the dominant feature of the present stage of work is a sort of irritability feeling on the part of the Chinese Christians toward the missionaries. It is very likely that in time past missionaries have been considerably infected with a feeling of racial superiority, so that our presentation of the Gospel has not been without fault. And it is certainly true that the Chinese

who have been impressed by the call of the Gospel have not been able to judge correctly what results have followed the long-attempt to amalgamate Christ's life with even the best of human endeavour. Only a knowledge of Church History can show that.

So now there is a tendency to cut loose from foreign guidance and try their own hand. We of course welcome every sign of a sense of responsibility and seek for grace to keep from driving them into a state of animosity toward us. But for the present the situation is rather disheartening. Among the tribes people, simpler and less cultured, this stage has not yet emerged. But they are much further on than the Chinese in the matter of self-sufficiency.

PAINE BREAKS SEA MILE RECORD

But Miss England III. Catches Fire

London, Sept. 25.

MR. Scott Paine's Miss England III, unsuccessful challenger for the Harmsworth Trophy for speedboats, was seriously gutted by fire in Poole Harbour yesterday. All the crew escaped.

Before the craft caught fire Mr. Scott Paine beat the sea mile record attaining a mean speed of 55.08 m.p.h. on two runs of a mile each.

The accident was apparently due to a backfire igniting deked petrol. Miss Britain III is, however, not as badly damaged as was at first feared.—Reuter.

DIARY OF LOCAL EVENTS

TO-DAY

(September 26).

(VIII. Moon 7th Day).

King of Denmark born, 1870.

Sanitary Board meeting, 4.15 p.m.

Rotary Club Tiffin.

St. Andrew's Church Mothers' Union, 2.45 p.m.

Theatres.

Queen's: "The White Sister."

King's: "Cavalcade."

Central: "The Blarney Stone."

Oriental: "The Cuban Love Song."

Star: "Looking on the Bright Side."

Majestic: "To-night Is Ours."

Sports.

Aquatics: V.R.C. Championships, 5.30 p.m.

Golf: Annual Ladies' Day at Deep Water Bay.

Dances.

Tea Dances at King's Restaurant; Hongkong and Repulse Bay Hotels.

Dinner Dances at Hongkong and Repulse Bay Hotels; King's Restaurant; and Peninsula Hotel.

POLITICS AT SOCCER MATCH

"Ill Treatment Of Free State Prisoners"

Dublin, Sept. 25.

DURING an All-Ireland Gaelic football final at Croke Park yesterday a number of men entered the radio box and seized the announcer who was about to describe the match.

Listeners in many parts of the world must have been astonished to hear sounds of snuffing and then a clear voice "Drawing attention to the ill treatment of political prisoners in the Free State gaols by the alleged Republican Government."

The Broadcasting authorities then smelt a rat and cut off the broadcast from Croke Park.

The men then disappeared in the crowd of 40,000 spectators among whom was President Eamon De Valera.—Reuter.

LAWLESSNESS IN CUBA

Washington, Sept. 25.

OFFICIAL circles in the United States are growing more and more concerned at the increasing lawlessness in Cuba, which it is feared will necessitate the landing of marines and blue-jackets.

A member of the United States Government has asserted that Communists, trained at Moscow, have established the framework of a Communist organization throughout Cuba. Armed men are reported to be commandeering food and lodging without payment.

Commanders of American warships in Cuba are authorized to land forces on their own initiative if necessary, but diplomatic quarters here point out that intervention might compromise the chances of the success of the Pan-American Conference at Montevideo in December where, it is understood, President Roosevelt hopes to lay the foundation for closer diplomatic and commercial relations with Latin-America to compensate for the shrinkage of American trade with Europe.

The same circles express the opinion that Tokyo will compare American intervention in Cuba with the Japanese invasion of Manchuria.—Reuter.

Effort to Prevent Intervention

Havana, Sept. 25.

In an effort to prevent United States intervention in the Cuban revolt, President Grau San Martin is negotiating with the Opposition with a view to an agreement to end the chaos. Labour troubles in the interior are bordering on open rebellion.

The fate of 12 Britons and Americans at Panama is unknown. While four Americans and 10 other foreigners are isolated at the "Medanos" sugar mill.

It is reported that unknown persons mailed a bomb to the former Sergeant Batista, now the Cuban Commander in Chief, whose daughter has been threatened by kidnappers.—Reuter.

VICOMTE DE SIBOUR

Now On Flight To China

Cannes, Sept. 25.

VICOMTE Jacques de Sibour, with his wife, son, and 2 friends, have taken off on a flight to China by easy stages. He expects to reach Hong Kong in three weeks.—Reuter.

The Vicomte de Sibour paid a short visit to Hong Kong about two months ago, staying at the Peninsula Hotel. He flew to France from Saigon.

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SPARKS FROM THE PLUGS

THE 1934, 14 H.P. ROVER

A Very Attractive Six Cylinder Car

A MODEL OF GOOD DESIGN

Ever since I owned (and drove) for 58,000 miles in several countries (Europe) one of the original 12 h.p. of the 1912 output I have regarded the successive Rovers with affectionate interest. When you begin to reckon up the qualities that endear you to any particular car or make, you generally find that absolute reliability in all circumstances counts above the rest. My chief and tenderest recollection of that remarkable old car was her persistent refusal to let me down anywhere between Land's End and the passes in the Alpine Trials. I cannot now recall the moving accounts of that greatest of all competitions without thinking of her astonishing feats, her enduring steadfastness. The course of the Alpine Trial was no more of a joke in 1912-13 than it is this year to the cars that are twenty-one years younger. Then, as now, it was the acid test of design, material and workmanship, plus that indefinable quality that makes a car stand out above the ruck.

The New Models

The new series of Rovers are these. The four-cylinder Ten, sold as a saloon at £238 and as a "sports" four-seater at £268; a new model, the 11-litre. Twelve four-cylinder, selling as a saloon and as a close-coupled coupe at £288, which is also to be had as a four-door "sports" saloon coupe (£288) and open four-seater; the fourteen six-cylinder, a successor of the Pilot, the dropping of these meaningless nicknames is a sensible move, which costs £288 as a saloon and £395 as the "Speed Hastings" coupe; the 16-h.p. six-cylinder, costing as a saloon only £438; and the Speed Twenty six-cylinder, which cost £485 as a coupe or saloon and £505 as a "sports" open tourer. All of these have the following specialities: Engines (overhead valves) that are four times as powerful as their ratings; longer wheelbases; underlining chassis, affording (as I discovered at once) proper headroom among other things; very quiet gear-boxes with easy change; free-wheels that render clutch manipulation unnecessary; "remote" that is to say adjacent, gear-levers; an ingenious device for controlling the charging-rate of the battery; direction-indicators built in flush with the coach-work between the front and rear windows; and higher-geared back-axle ratios.

The 1934 Fourteen

The Fourteen saloon, which I had out last week over the Westernham trial route, is certainly one of the most attractive six-cylinder cars I have ever driven at under £500. The bodywork is roomy (the leg-room, for instance, is equal to that in a 28-h.p. American car I drove the next day), very well finished and of excellent appearance. It is a six-windowed carriage. You will remark the following details. Owing to its wheel-base of 9 ft. 4 in. it carries no

built-in boot, but there is a particularly good type of staunch grid for luggage aft of the spare wheel. To overcome the now distressingly common difficulty of jacking up a car with a big rear overhang, slots are fitted to the rear spring-shackles into which the jack-head slides. Short of a permanent jacking system, which every car should have had years ago, this is the best way I have yet seen of dealing with a totally unnecessary and scandalous "inconvenience." I am going to copy it at once in my own six-year-old car.

Engine, transmission, brakes, road-holding and steering are all well above the average for the money. The 1,577 c.c. (£14 tax) engine is one of the quietest I have ever driven and also one of the most efficient in proportion to the noticeable effort. The car goes fast but deceptively so—in which respect it resembles a big and expensive machine. I understand that the actual car I drove has done better than seventy miles an hour at Brooklands. The highest speed I attained on my short fast stretch was sixty-four by speedometer, but that was from twenty miles an hour and in less than a mile. The gear-change, with the free-wheel locked, is very good, swiftly done and without scrape. With the free-wheel in action, no clutch-work is necessary, but you must wait until the engine-speed is done to idling-point before changing.

Steering, Brakes, and Climbing. There is no perceptible vibration from engine or transmission at any speed on any gear, and second as well as third speed is remarkably quiet. The steering, brakes, and hill-climbing are the outstanding features of a particularly alluring light car. I should put the 14-h.p. Rover steering about second or third on my list of good steering, irrespective of price. The brakes, which are hydraulic, are extremely powerful but safely graduated in their action. You very soon discover that you can pull up quickly without heavy pressure. The combination of suspension (which is very good) shock-absorbers and steering steadiness produce as good road-holding on corners, up to the maximum I reached, as any car costing twice as much.

The new Rover climbed Westernham Hill in about sixty-one seconds, from a crawl at the cross-roads, on second speed, the speedometer showing a steady thirty-three miles an hour. This puts it second to cars rated at 24-h.p. and 28-h.p. by four seconds—a very meritorious performance, it seemed to me. I was particularly delighted with its behaviour with the throttle wide open and the engine doing its best. High engine-speed on low gears is not betrayed by either noise, vibration, or what is usefully if vaguely known as fuss. This Rover is one of the least fussy cars of any sort I have ever driven. It is also one of the pleasantest.

CARS WHICH ALMOST DRIVE THEMSELVES

Latest Announcements Of 1934 Models

It is remarkable how many mechanical improvements there are in the cars which will appear on the market next year.

Specimens of the Singer cars were on view in London, and although there is two or three pounds increase on certain models in comparison to the price of last year, this is accounted for by the number of additional "gadgets" on the car.

For instance, each car is fitted with an electrically controlled direction finger. It is operated from the steering wheel by a switch, and mental aberrations are guarded against, as the moment the driver straightens up the wheels the direction finger automatically falls back into its neutral position.

Clutchless Gear

Where the price is in excess of that of last year it is invariably accounted for by the introduction of what is known as the pre-selected clutchless gear. This is

an invention which enables the most amateurish driver to change gear as easily as running an electric car at a seaside amusement park.

The operation of changing gear consists merely of placing the gear-lever into the desired position, accompanied by an easing of the accelerator pedal. When the accelerator is again depressed the car goes away smoothly in the pre-selected gear. The gear-change is as silent in the hand of a beginner as in the hands of an expert driver.

One of the most interesting of the 1934 cars will be a smaller edition of the Wolseley Hornet.

Almost its many new features will be a new type of starting mechanism known as the pedomatic system. Once the battery is switched on a touch of the accelerator pedal starts the engine.

The price of the new car has not yet been fixed. It will be announced on August 24.

GETTING USED TO A NEW CAR

"Made To Measure" Driving Seats

Every motorist of experience knows that some cars appear to be "made to measure." One slides easily into the driving seat; the steering wheel metaphorically falls into one's lap; the gear lever can be found without looking for it. Indeed, one has the curious feeling that one has driven this very car, not once, but many times before. What is still more peculiar is that drivers varying considerably in shape and stature all feel at home in it. The same seat adjustment does for all of them. They all find that they sit naturally, the upper arm resting against the back squab, the hands on the lower rim of the wheel. No infrequently, this "made to measure" feeling is a characteristic of sports cars developed by road racing. The racing driver demands a seating position that gives him perfect control in all circumstances, yet affords the maximum possible comfort. And, curiously enough, the factors of safety and comfort are closely related.

The Novice's Error

The novice may at first be misled into believing that a semi-reclined, "armchair" position, with the steering wheel a remote accessory, is the most comfortable. It is not. Years of driving in all sorts of cars has convinced me that the only safe and really comfortable position is that in which the driver sits almost bolt-upright, his upper arms parallel to his spine, the wheel sufficiently close to be grasped at the bottom when the elbows are touching the back squab.

This, in turn, means that the seat must be raised adequately above the floor level, so that the thighs and backbone are at a natural angle to one another, and so that the cushion, and not the heels, takes the weight of the legs. Visibility is all-important so far as comfort and safety are concerned. Nothing is more tiring than to have to crane one's neck in order to see over the steering wheel or to judge the width of the car. A low bonnet and an almost upright back squab practically always result in a comfortable driving position being obtainable.

Adaptable Humanity

Yet it is amazing how the human frame can adapt itself to the most awkward positions. I have sat in cars that seemed designed for nobody but undersized hunchbacks with feet but no legs. I have cursed coachbuilders who judging by the bodies they produced, had never been in a carriage, let alone a motor-car, in their lives.

But where I have been compelled to drive such a car for a long distance I have almost invariably got accustomed to the position. The erstwhile instrument of torture has become at least tolerably comfortable. Sometimes I have even got quite to like that which seemed, at first, so disagreeable.

I have let myself go on the subject of seating comfort because several motor manufacturers have already started delivering their 1934 models, and therefore, not a few motorists will shortly be taking over new cars. The gradual lowering of the bonnet line, decreed by next year's fashions, is resulting in improved visibility. Lower chassis, too, are enabling the seats to be raised relative to the floor without diminishing headroom or increasing the overall height of the vehicle.

What is more, there seems, in most of the 1934 cars which I have so far examined to be a sort of "standardised" driving position, which enables most people to feel at ease. The sliding seat now universally fitted, helps, while the pedals, steering wheel, gear lever, and other controls seem to fall conveniently to the hands and feet of small women or large men.

1934 Features

It is, perhaps just as well that this is so, for many purchasers of next year's models will find plenty of other things to hold their attention, without worrying about the comfort of the driving seat. The general use of "free-wheels," giving what is called a "clutchless gear-change" does simplify driving. But the motorist with relatively little experience will find himself thinking about this new feature and, for a few days, will not drive with quite the same

CAR WIRELESS ARRIVES

Built-In Receiver For Motor Show

Car radio will be as common in Britain shortly as it is in the United States, writes the motoring correspondent of the "London Daily Telegraph."

Reasons for the sudden crop of receivers of this type are clear. Automatic volume control eliminates sudden changes of signal strength as the car speeds along the road and swings round corners. Then, improvements in design have made sets more compact, and there are the all-metal Catkin valves, smaller and more robust than any of their progenitors.

Car receivers fall into two classes—those to be incorporated in a new purchase as an extra fitting, and those designed to be added to a car already on the road. In the first type comes the Ekco set, which, I understand, will be built into 16 h.p. and 20 h.p. Austin models for the coming Motor Show.

VENTILATION

A Subject That Merits Study

There is scope for much study yet in the ventilation of motor cars without draughts. The sunshine roof has not simplified the problems, and it would seem as if we need to get away entirely from the conventional winding window. Of course, different people attach different values to draughtless ventilation. Some do not seem to mind heat or fumes as long as there is no suspicion of a draught, while others must have a plentiful supply of fresh air at all costs.

There are various ventilators which act as either injectors or ejectors, and some of these give very good results, but the ideal solution is a system which introduces fresh air as well as exhausts the oil. It is not enough to rely upon leakages for the supply of fresh air, as this invites the drawing of fumes from beneath the bonnet.

I have found the Hillman idea of hinged rear quarter windows excellent, but with a front window open a traction one could have a circulation of fresh air without draughts. On the Buick cars this principle is carried further by the use of pivoted windows in the front doors and rear quarters which give the same effect, but provide even better control.

Perhaps one day automatically controlled ventilation will be possible, but as most people have different ideas of what is ventilation, it might not be a desirable improvement, so that we are rather forced to look for the solution in effective control.

As a matter of fact, many existing systems would be quite satisfactory for all ordinary people and purposes if they were adjusted with intelligence. Those who dislike draughts do not always realise how they can be avoided by closing windows on one side and opening them on the other. It is not generally realised that a window on one side can generally be kept open even when it is raining. The principal difficulty I find as a driver is to obtain ventilation for myself without causing draughts to the rear passengers. With loggins above the windows and scuttle ventilators this can be obtained, while I find that in most cars a sunshine roof need not mean draughts if the windows are all closed.

It may be necessary according to the direction of the wind, partially to close the sliding roof, but there is generally some way of enjoying the blue sky without feeling a draught. It is indeed possible to drive through fine rain and mist with the roof wide open without any moisture reaching the interior.

familiarity that was a feature of his handling of the old car.

There is, however, little to unlearn in order to get the best out of the 1934 cars. As a whole they are lighter and easier to handle and generally more pleasant to drive even than their most excellent predecessors, the cars of 1933.

HEAD LAMP POWER

Bulbs of 21 c.p. which are Efficient

An "Overseas Reader" from Perak writes as follows to the "Auto-car."

A correspondent recently mentioned the Strilux anti-dazzle system, with which I am not acquainted, but it sounds in practice very much the same as the American Tilt-Ray system, which I have had on my car for five years, and which is eminently efficient and the same of simplicity in operation. It is, of course, foot-operated, as every dimming system should be.

Furthermore, American head lamps are seldom of more than twenty-one candle-power, and when focused correctly give an efficient and powerful driving

BELL ON A CAR

A Question of Sportsmanship

The bell, I believe is perfectly legal, and some years ago was specified as a correct audible warning of approach.

The matter is a question of sportsmanship; no good driver is guilty of excessive use of any kind of horn. I use the bell for only one purpose, which is to attract the attention of those selfish drivers who, when there is plenty of room, grimly hang to the centre of the road, afraid to pass the slow-moving vehicle in front, and yet not prepared to allow anyone else to get by.

light, and do not blind oncoming drivers as do the lamps of over thirty candle-power used by British and Continental makers.

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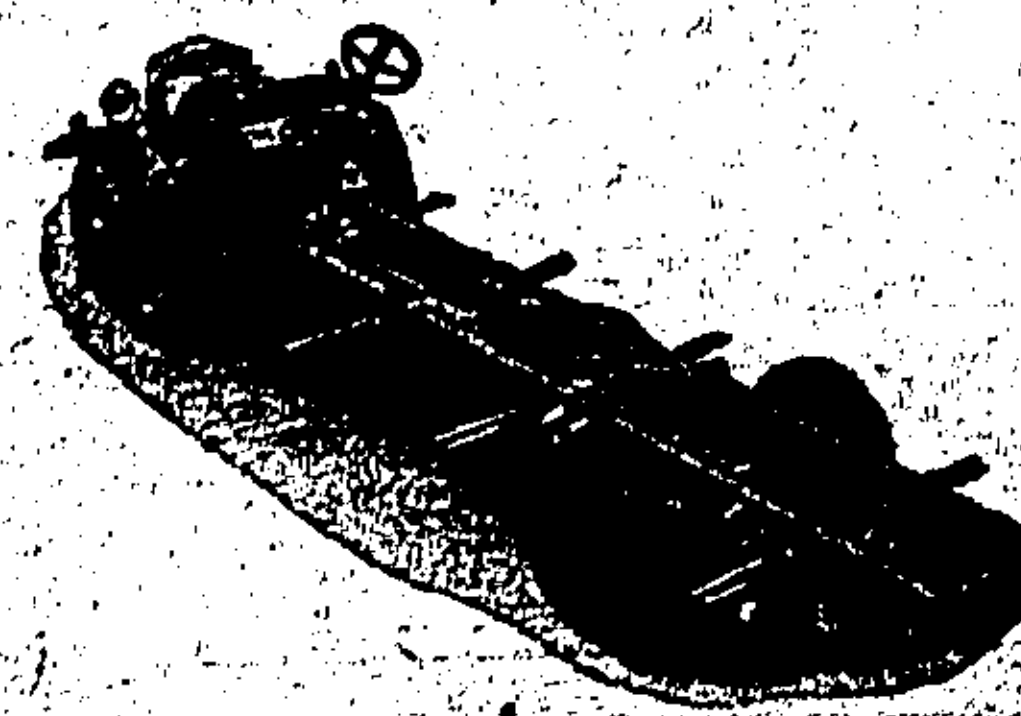
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CO-OPERATION OF FARM
AND FACTORYHenry Ford's Plan For Ending
The Slump

Dearborn, Mich.—Mr. Henry Ford, industrialist, is now seen in the role of super-economist.

On an enormous scale, staking millions of dollars without stint against the belief that periods of want and woe are unavoidable evils, he is putting into practice the simple rules by which he accepts the lands as the starting point of all industry, abundance and happiness.

Though the magnitude of his nation-wide programme to decentralize mass production baffles the ordinary imagination, Mr. Ford's efforts to build more continuous employment and abundance of living are not in disharmony with the conclusions of leading economists. It is interesting to note, however, that 10 years before the bottom dropped out of the industrial bucket in 1929, he had begun his experiments to until farm and factory.

Mr. David Cushman Coyle of New York, on a recent visit to Detroit said that the physical mechanism of the age of plenty is built but that it cannot operate until the economic mechanism is made over to conform to its requirements.

Mr. H. C. Dickinson of Washington, in his analysis of the mechanics of recovery, holds that prosperity can be established at any desired level and held there permanently.

Mr. Ford agrees with both of these conclusions, for both accept modern mechanical development as an important factor. The industrialist, though, goes further "by declaring that the machine age has hardly begun."

"There's nothing wrong with machinery," Mr. Ford said, "unless it is that we do not have enough of it and that it is still far from perfect."

"The trouble is that we are apt to look upon machinery as a cause of our ailments. Nothing of the sort; we simply haven't learned how to use it. Machinery is an honest development of man's desire and right ambition to create those things which will increase enjoyment of the fruits of his labour. No possible harm can come from a right idea."

So, with a simple rule to go by, Mr. Ford said that he will "push his plans rapidly to industrialize the farm by agriculturalizing the factory." His experiments with economic magnitudes. His apparatus is mass production, split many ways; not weakened, but made more effective.

Wasteful Transport.

"To grow a crop is not half of the job," Mr. Ford said. "In the very near future the farm, besides supporting devices for planting, cultivating and harvesting, will be equipped with machinery to split the harvest into scores of parts. Yes, probably into hundreds."

"There always will be shipping from the growing areas to the towns and cities, but the time to do

that will be after the split-up takes place. It is wasteful to transport wheat 200 miles to a mill or hogs 300 miles to Chicago and then ship them back as flour and bacon. Why can't they be sent out from the farm as flour and bacon? They will in the very near future."

"What are some of these things into which the harvest will be split? The chemist has disclosed many of them and more discoveries will be made. At the same time there will be developed more machinery, and better to do the larger job."

"This the farm will be industrialized to grow and segregate the raw materials needed by industry, and transportation will bridge the distance to the factory. It is then that we will have turned our farms into complete production units, each capable of profitably merchandising what they have always produced yet only partially turned to account."

"Will there be no wastage?" Mr. Ford was asked.

"There will be no waste," he replied quickly. "Waste is a sin and it should have no place in this world. Man has from the beginning wasted more than he uses, and this is the cause of many economic difficulties."

What, Indeed, Is Waste?

"What the world needs is a new definition of waste. For instance, the whole business of despoiling our forests is a waste. There is no good reason why we should not manufacture far better lumber and produce it in a fraction of the time it takes to grow trees. Wood is a part of all classes of plants which we can grow annually, and there is no reason why we should not make timber that would even surpass in size, strength and durability that taken from the forests."

"What of print paper? Why not find a way to make paper out of grass? We know that it can be manufactured out of cornstalks. Books have been printed on cornstalk paper. Grass is an annual crop, but it takes decades to grow trees."

"Agriculture, thought of purely as the business of supplying food-stuffs, occupies too much of our time. This wasted energy should be turned to giving agriculture a truer definition: The job of getting our sustenance will take so little time that we will not pay much attention to it. It will not be a major factor in our work year."

"There is no reason why the factory should ever be idle or the farm unprofitable. Just now we have a surplus of labour in industry, and apparently a surplus of agricultural products. But when we bring these two together the surplus disappears."

(Continued on next column.)

TRANS-PACIFIC
AIRSHIP SERVICE

San Francisco, Honolulu and the Philippine Islands

San Francisco, Sept. 18.—Regular airship service between San Francisco, Honolulu and the Philippines was predicted here to-day as an early development by Hugh Allan, public relations counsel for the Goodyear Zeppelin corporation of Akron, O.

Allan said he felt service to Hawaii was coming "in a comparatively short time" and would be extended later to the Philippines.

The project has been planned for more than a year, the Goodyear corporation, which built the Akron, Macon and other huge dirigibles trying to prevail on Congress last year to enact legislation to authorize dirigible to carry mail to Honolulu and the Orient on the same basis as steamships.

J. C. Hunsaker, vice president of the company and former naval commander, said last fall the proposed trans-Pacific service would require the construction of from two to four dirigibles of about 7,000,000 cubic feet capacity, slightly larger than the Macon, present world's largest dirigible and than the Akron, which was wrecked in April.

Hunsaker said the ships would have a speed of 75 miles an hour and conquer the 2,000 miles between California and Hawaii in 38 hours. The initial plan is to carry mail and passengers experimentally to Honolulu and then extend the service to Manila and perhaps other Oriental cities. Hunsaker predicted a start possibly in two years.

The Goodyear project would compete with the plan of Pan American Airways to operate a line of giant flying boats across the Pacific, contracts for some of which already have been let.

The Pan American concern, which for five years has maintained regular air service between Miami, Fla., and South America, would operate between San Francisco and Hong Kong, by way of Honolulu, Wake Island, Guam and Manila.

It was announced last Dec. 1 at New York that the Pan American company planned to begin regular trans-Pacific schedules within the next two years with a fleet of four-motored, all-metal monoplanes of 50-passenger capacity for which it already has contracted.

At Hong Kong or Manila the trans-Pacific service would connect with lines already in operation or planned by subsidiary or allied concerns.

"Nature is the only thing we have on this earth that yields an abundance of the things we need without asking any questions. When we learn to use it intelligently our troubles will vanish."

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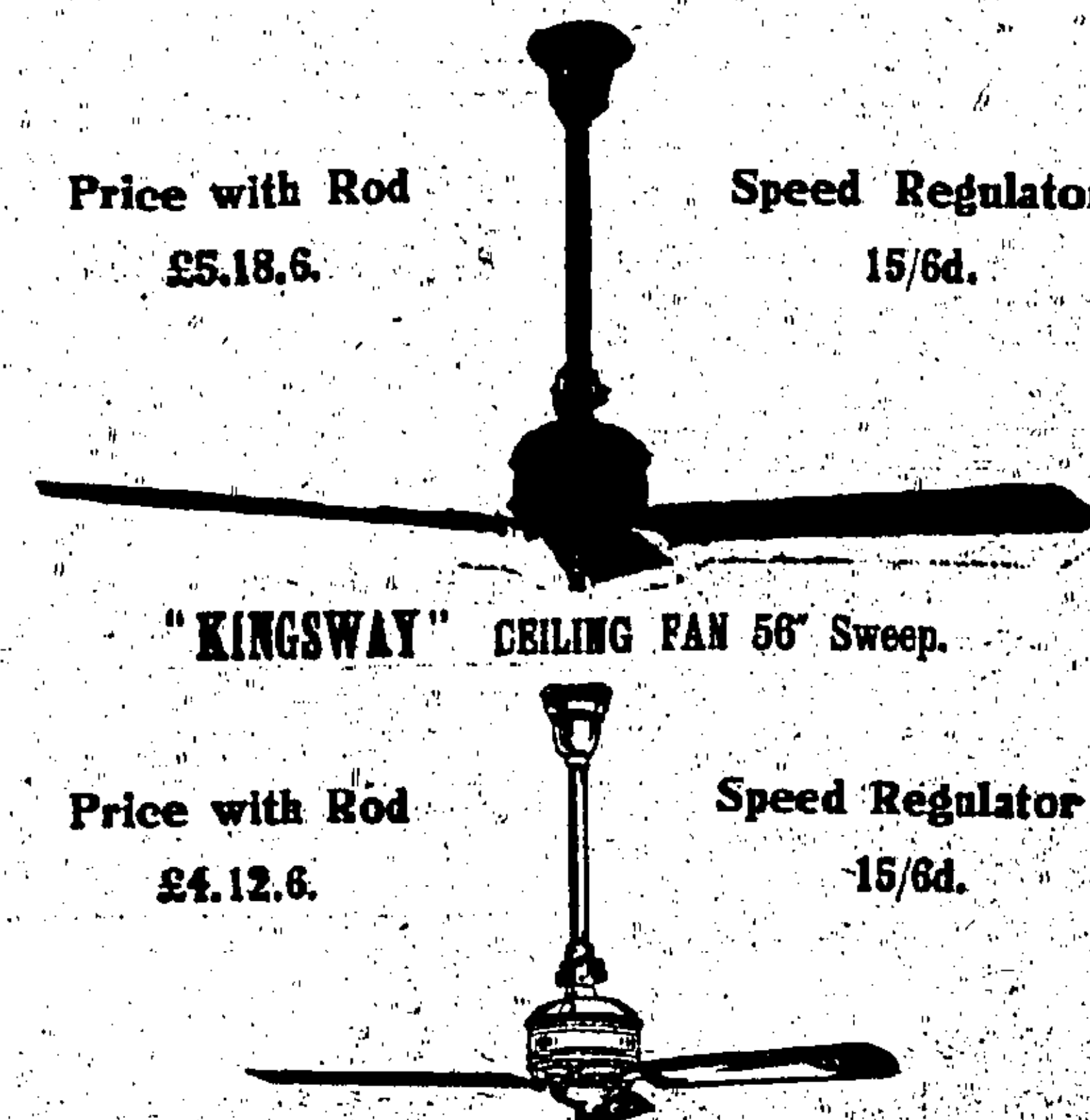
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THE MILWAUKEE ROAD

THE MANILA TYPHOON

Roads To Be Raised To Stop
Flooding

MANILA, Sept. 22.—A plan to raise several portions of the Manila north road from three to four feet is being studied by engineers of the bureau of public works. The purpose is to prevent such portions from being inundated so deeply as to impede motor vehicle traffic.

During the recent heavy rains, reports were received by the bureau about several portions being under water from three to four feet deep. It was pointed out that by raising the elevation of the roads, they would be protected to some extent from floods and traffic would not be paralyzed.

A report received at the bureau yesterday indicated that the roads submerged in Bataan and Zambales during the week on account of motor vehicle traffic.

The landslides which obstructed traffic on the road between Botoc and Ilocos Sur have been removed. The Lamut ferry in Nueva Vizcaya has been repaired and reopened. The damage caused to public works on the Manila north road by the heavy rains in the last few days is reported to have been very slight.

Antonio de las Alas, secretary of public works and communications, explained that he expected to receive reports of heavy damages suffered by public works in view of the heavy rains and the floods resulting from them. However, reports received from district engineers showed that only slight damage was done. "Manila Bulletin."

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to St. Theresa's Church, with garage.
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7 Roomed, 284, 286 & 294 Prince
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Kong.

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Buildings, Kowloon. All modern
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Peak. Apply Property Office, Messrs.
Jardine, Matheson & Co., Ltd. [804]
TO LET—A large 4-storied fire-
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At 12 O'CLOCK NOON
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THE GOODS AND CHAT-
TELS AT NO. 25, MAPLE
STREET, SECOND FLOOR.
TERMS:—As Customary.
LAMBERT BROS.,
AUCTIONEERS.

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THE Undersigned have received
Instructions
To Sell by
PUBLIC AUCTION
ON
TUESDAY, SEPT. 26, 1933
COMMENCING AT 11 A.M.
At TIMBER YARD, THE HONG-
KONG & KOWLOON WHARF &
GODOWN CO., LTD., KOWLOON.
252 DRUMS SULFURIC ACID
(stored at the above timber yard)
also
8 DRUMS SULFURIC ACID.
10 CANS BLEACHING POWDER
(stored in Godown No. E).
TERMS:—CASH ON DELIVERY.
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AUCTIONEERS.

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(stored in Godown No. E).
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Victoria,
New Territories.
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PROGRAMME
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11-11.30 a.m.—Stock and Exchange
Quotations, Selected London
and New York Stock Quota-
tions, Weather Report, etc.
11.30 a.m.—Chinese recorded pro-
gramme.
12.30 p.m.—European programme of
Columbia and Regal records.
1 p.m.—Local Time and Weather
Report.
1.20 p.m.—Rugby Press News, etc.
1.30 p.m.—A relay of the Rotary
Club Tiffin Speech from the
Gloucester Restaurant — Ro-
tarian A. Bianconi on "The
Industrial Development of
Italy in the Last Ten Years."
2 p.m. (approx.)—Close Down.
Relay Of The South Wales
Borderers Band To-night.
4.30-7 p.m.—Chinese recorded pro-
gramme.
7-10.30 p.m.—European programme
7 p.m.—Closing Local Stock Quota-
tions, etc.
7.3-7.30 p.m.—Dance Tunes.
Fox Trot—Then the Moon Came
Out.
Fox Trot—When my Little
Pomeranian Met Your Little
Pekinese—Scott Wood and His
Orchestra—MR959.
Fox Trot—Dancing Butterfly.
Fox Trot—Moths Around the
Candle Flame—Billy Cotton and
His Band MR978.
Fox Trot—Maybe I Love You Too
Much.
Fox Trot—Meet me in the
Gleaming — Rudy Vallee and His
Connecticut Yankees—CB824.
7.30-7.48 p.m.—
The Fountains of Rome (Res-
plend) — Milan Symphony Orchestra
conducted by Cav. Lorenzo Mol-
joli—9833/4.
7.48-8.30 p.m.—
A Concert.
8 p.m.—
(Local Time and Weather
Report).
Orchestra—Song of the Night-
ingale (Hudson and Albout).
Orchestra—The Second Serenade
(Heykens)—Albert Sandler and His
Orch.—DB1093.
Song—Air Long Nan Eilean (arr.
Kennedy-Fraser).
Song—Cool Mullis (Traditional)—
Margaret MacInnes (Contralto)—
DB200.
Piano Solo—Voices of Spring
(Strauss).
Piano Solo—Echoes of Vienna
(Bauer)—Ania Dorfmann—DX328.
Octet—Spring Song (Men-
delsohn, arr. Willoughby)—J. H.
Squire Celeste Octet—DB907.
Vocal Duet—The Little Irish
Girl (Teschemacher and Lohr).
Vocal Duet—
(a) To my First Love (Hamil-
ton and Lohr).
(b) You'd Better Ask Me
(Lover and Lohr) — Dora
Labbette — and Hubert
Elsdell—DB431.
Violin Solo—Madrigale (Sim-
onetti).
Violin Solo—Czardas (Monti)—
Yvonne Curti—5230.
8.30-10 p.m.—
A relay of the Band of the 1st
Battn. South Wales Borderers,
conducted by Bandmaster J. L.
Gecks, from Mount Austin Bar-
racks, by kind permission of the
Officer Commanding (During the
intervals recorded music will be
broadcast from the Studio.)
10-10.30 p.m.—
Variety.
Song—One, Little Raindrop.
Song—Whispering My Prince
Charming? — Florence Oldham
(Comedienne)—DB440.
Vocal Quartette—Villkins and
His Dinah.
Vocal Quartette—Folly Perkins
from Fiddling Green—The Vic-
torian Quartette—MR987.
Orchestra—Tommy's Tunes —
Coventry Hippodrome Orchestra—
MR982.
Vocal Duet—We're All Good Pals
at Last.
Vocal Duet—Put Your Loving
Arms Around Me—Layton and
Johnstone—DB562.
10.30 p.m.—To-day's Opening 10
a.m. Stock and Commodity
Quotations, as received from
New York by Messrs. Swan,
Culbertson and Frls.
10.35 p.m.—Close Down.
All records in the above Euro-
pean programmes are kindly sup-
plied by Messrs. Anderson Music
Co.
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Call Sign Frequency Wavelength
GSE 9.510 kc/s 31.55 m.
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or GSE 11.865 kc/s 25.28 m.
or GSF 12.140 kc/s 19.8 m.
TUESDAY, SEPTEMBER 26.
G.M.T. 4 a.m.—Time Signal from
Big Ben Sports Talk.
6.15 a.m.—A Light Orchestral Con-
cert (gramophone records).
7.15 a.m.—Popular programme:
Harold Scott (songs at the
piano) and a violinist.
7.45-8 a.m.—News Bulletin.
11 a.m.—Transmission on
an omni-directional aerial:
11 a.m. Cinema Organ Recital.
11.30 a.m. Orchestral Concert.
12.30-1 p.m. Studio Orchestral
Concert.

LOCAL MAPS
Peak District,
Kowloon,
Victoria,
New Territories.
HONGKONG DAILY PRESS.

LAMBERTS AUCTIONS
PUBLIC AUCTION.

THE Undersigned have received
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COMMENCING AT 11.15 A.M.
At Their Sales Room,
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A CONSIGNMENT OF NEW
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GOODS
Comprising:—
Ladies Handbags, Pocket Books,
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Cases, Zip Purses and Purses, Key
Cases, Tobacco Pouches and Cigar
Cases, etc., etc.
also
Ladies and Gentlemen Golf Bags,
Golf Coats, Tennis Holdalls and
Ricket Covers, etc., etc.
and
6 Cases of Tropical Suitings, Fancy
Glass Ware.
4 Cases of Fancy Tropical Suitings.
ON VIEW FROM MONDAY
AFTERNOON.
TERMS:—CASH ON DELIVERY.
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Instructions from
Major H. E. EVE, M.C.
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SEPT. 27, 1933
COMMENCING AT 10.30 A.M.
At PEKING BUILDING
(MARBLE HALL)
No. 43A, PEKING ROAD,
KOWLOON.
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE
ON VIEW FROM TUESDAY,
THE 26TH SEPT., 1933.
TERMS:—CASH ON DELIVERY.
LAMBERT BROS.,
AUCTIONEERS.

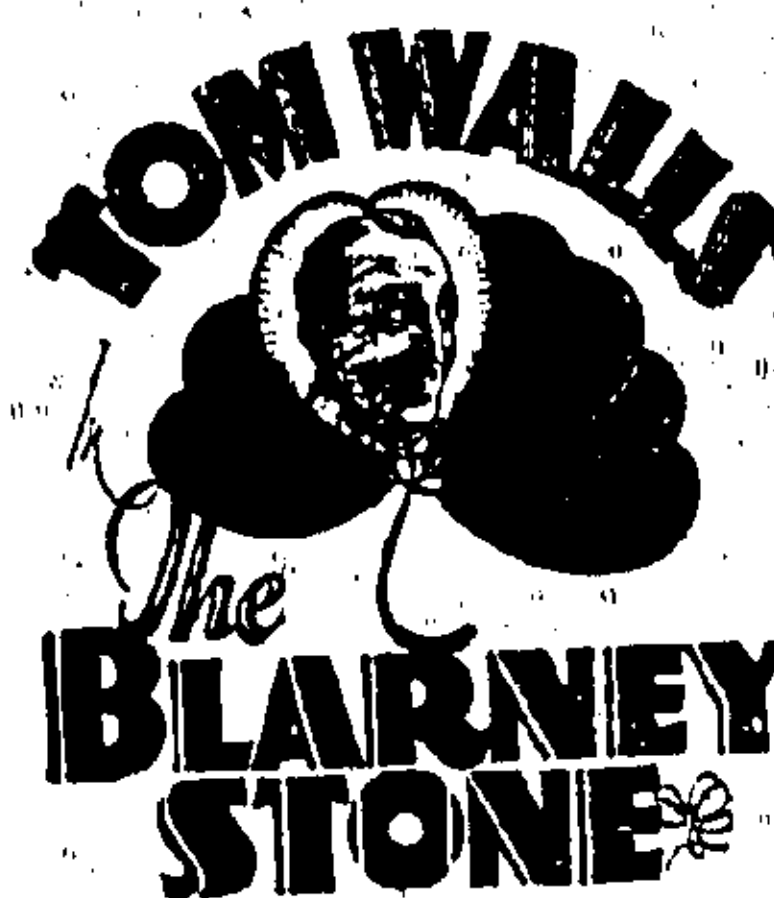
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THE Undersigned have received
Instructions
To Sell by
PUBLIC AUCTION
ON
THURSDAY,
SEPT. 28, 1933
COMMENCING AT 10.30 A.M.
At No. 18, CHATHAM ROAD,
KOWLOON.
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE
ON VIEW FROM 10 A.M.
THE 27TH SEPT., 1933.
TERMS:—CASH ON DELIVERY.
LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.
THE Undersigned have received
Instructions
To Sell by
PUBLIC AUCTION
ON
THURSDAY,
SEPT. 28, 1933
COMMENCING AT 10.30 A.M.
At No. 18, CHATHAM ROAD,
KOWLOON.
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE
ON VIEW FROM 10 A.M.
THE 27TH SEPT., 1933.
TERMS:—CASH ON DELIVERY.
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**"THE WHITE
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Mr. & Mrs. SIT KOK SIN
Well known Chinese Stage Stars

COMING ATTRACTION



A beautiful
woman in one
hair hand...
an airplane,
pulled from
the sky, in the
other! The
monster ape
—fall as a
sleep, rushes
over streets
and rooftops!

**"KING
KONG"**
is loose!

Produced by
EDGAR WALLACE
and **MERIAN
C. COOPER**
With **FAY WRAY**
ROBT. ARMSTRONG
BRUCE CAROT
& COPIE SCHOEDSACK
Production

For "aiding and abetting" another Chinese to steal a purse containing 82 cents, a man who was brought before Mr. Balfour yesterday and was sentenced to one month's hard labour. It was said that the defendant impeded the victim while a colleague extracted the purse.

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King's.
"Cavalcade."
Queen's.
"The White Sister."

Central.
"The Blarney Stone."
Oriental.
"The Cuban Love Song."

KOWLOON

Star.
"Looking on the Bright Side."
Majestic.
"To-night is Ours."

COMING

KING'S

"The Internal Machine."
"The Kid From Spain."

Queen's.
"Gabriel Over the White House."

Central.
"King Kong."

Star.
"White Devil."

World.
"Queen and the Nun."
(Chinese Film).
"Prosperity."

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"KING KONG"
The Great Prehistoric
Monster!

With a sensational admixture of the prehistoric and the modern in a story of fantastic imagination, RKO-Radio makes a bid for an all-time record with its spectacular production, "King Kong" featuring Fay Wray, Robert Armstrong and Bruce Carot, and in the name role great animated 50-foot ape, built to a proportion comparable with monsters of the Jurassic and Cretaceous Periods. As a production, "King Kong" was two and a half years in the making. Early in 1930 the first research inquiry was sent to leading paleontologists throughout the world. The studio had a vital interest in the appearance and habits of such primitive monsters as the pterodactyl, the broncosaurus, the tyrannosaurus and the dinosaur.

Did these formidable creatures, now extinct, run, hop or fly when in fast pursuit of their prey? What, exactly, were their proportions? Active reconstructions of such monsters were to enact roles in the motion picture.

It took a year and a half of tremendous work to collect the data, assemble it for practical purposes and construct dozens of reptilian and other monsters in exact scale.

During that time, and before a camera crank was turned, the studio had created the largest and most varied collection of prehistoric colossi in the United States.

In the early part of 1932, Merian C. Cooper, world traveller, adventurer and associate producer for RKO-Radio Pictures started filming operations with Director Ernest B. Schoedsack, his old partner on many foreign trails.

It wasn't just a case of pointing a camera at a group of people. Scores of creatures dating back into the dawn of life had to be animated in smooth motion and in relation to the normal movements of human beings opposite to whom they were to perform. The methods employed in constructing them and photographing them are known to no one outside of Cooper, Schoedsack and their scientific assistants.

The magnitude of their year's task at the camera is clearly seen in the results. One scene shows a battle between the mammoth ape and a tyrannosaurus, largest of prehistoric reptiles.

Still another is a desperate running fight between this giant ape, "King Kong" and scores of men while a white girl is held tightly clutched in the beast's paw.

The most spectacular scene of all concludes the picture "King Kong" seeking to escape the torments of man, climbs the tallest structure in New York, and there, with the girl at his feet, wages a losing

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With one kiss he stole a rich man's fiancée, gave a thousand people the jitters and rescued a ship from an explosion that never happened

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GENEVIEVE TOBIN
VICTOR JORY
ELIZABETH PATTERSON
Directed by Marcel Varnel
FOX PICTURE

"INFERNAL
MACHINE"

Versatile Varnel In
The Lead

Chartered accountant, actor, war veteran with five years' service, director of stage plays and motion pictures in two languages are some of the activities Marcel Varnel has crowned into thirty-eight busy years.

A native of Paris he was educated in Chaptal College there, at Charter House, in England, and the French Conservatory of Dramatic Arts in his home city. Then he took a business course in college and qualified as an expert accountant.

His father wanted him to follow in his footsteps as manager of the Paris markets, but young Varnel preferred the stage. After playing a variety of "roles" for three years, he became a stage director, staging plays with such famous actresses as Duse and Rejane.

He entered the war as a private and was discharged five years later as a first lieutenant. He was twice taken prisoner by the Germans, but escaped each time after recovering from injuries.

In 1925 he came to America and directed "Countess Maritza," "Circus Princess," "Sunny Days," "Street Singers," "Ladies All," "As You Desire Me" and "Melo" for the Shuberts in New York. He previously had directed one picture in Paris.

He signed a Fox contract in 1931 and his present production, a comedy romance, the "Infernal Machine," opening next Wednesday at the King's Theatre, with Chester Morris and Genevieve Tobin featured, together with Victor Jory, is the third he has directed. His others were "The Silent Witness" and "Chandu, the Magician." Advance notices state that the "Infernal Machine," adapted from a novel by Carl Sloboda out-distance all his other work because of its sustained humorous quality and pictorial charm.

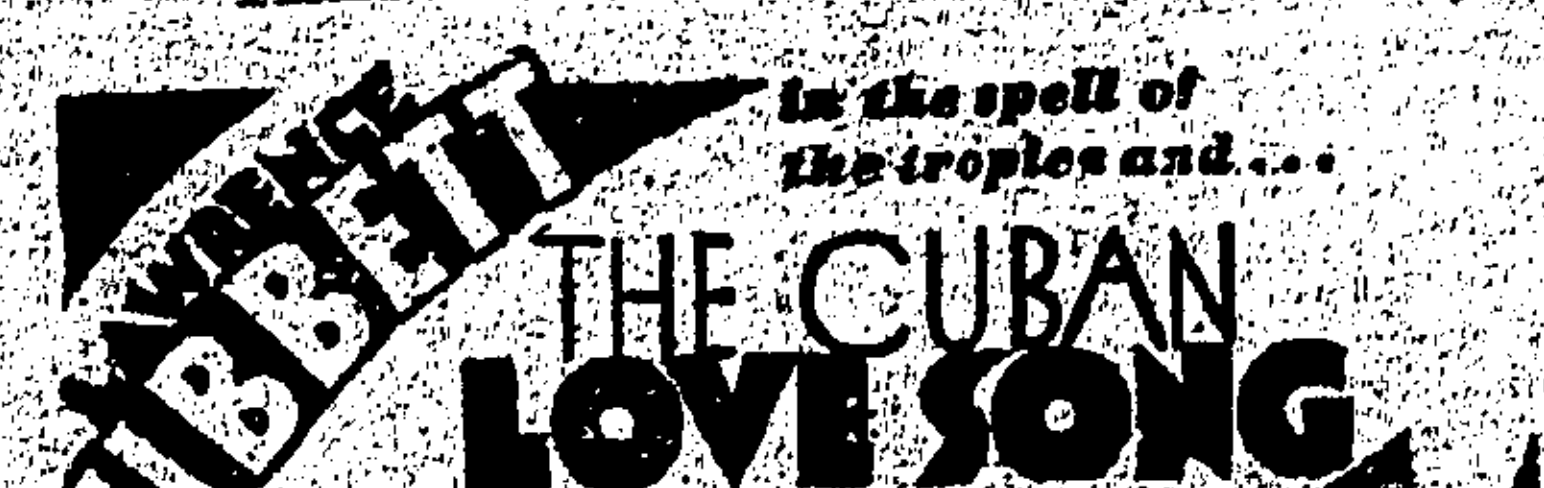
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SISTER"

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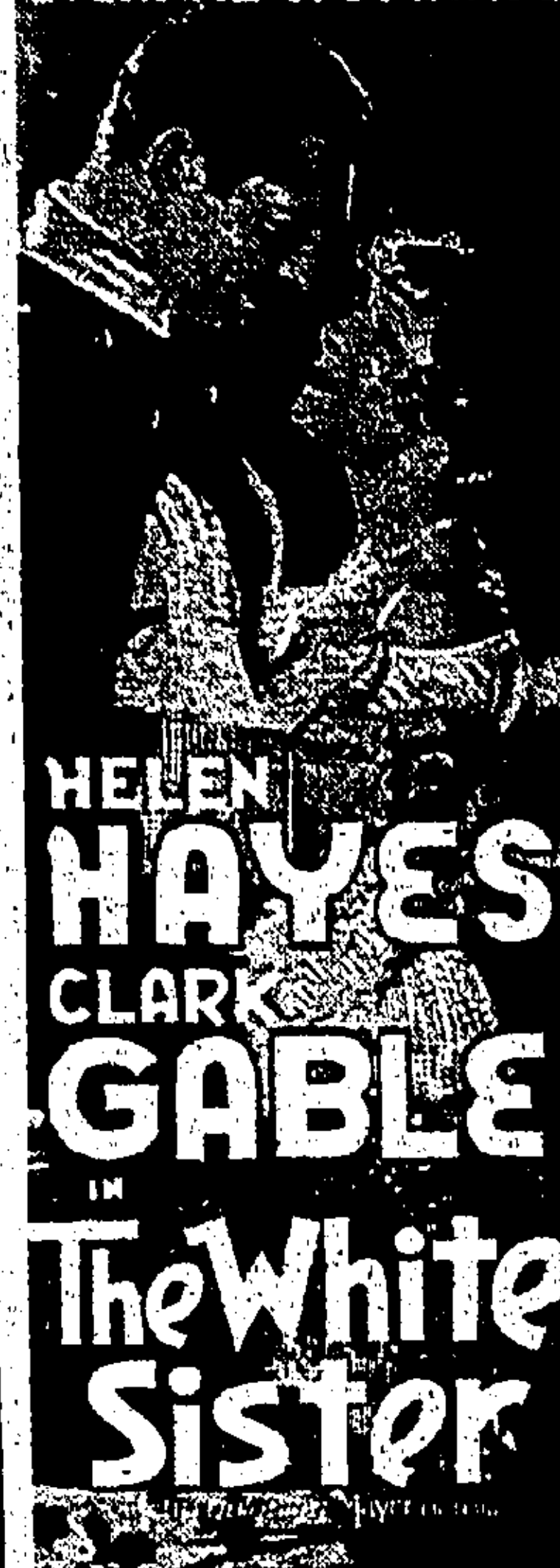
A new pair of screen lovers, Helen Hayes and Clark Gable, made their appearance yesterday at the Queen's Theatre in Metro-Goldwyn-Mayer's much-discussed talking-picture version of the undying F. Marion Crawford romance, "The White Sister." The combination is a particularly strong one. Under the careful direction of Victor Fleming they do a beautiful job of one of the most stirring love stories in literary history.

The story of the aristocratic Italian girl who falls in love with a soldier on the eve of her marriage to a man of her father's choice gives both Miss Hayes and Gable every opportunity for romantic portrayals of the first order. Whether it be in the lighter scenes of the carnival at the start of the picture or at the dramatic moment when the soldier whom the heroine believed to be dead returns very much alive, the work of the two stars is at all times touching and effective.

One always expects good acting from Lewis Stone and these expectations are well fulfilled in his "role" as the father who forbids his daughter's romance. It is to be regretted that his appearance in the picture is so short. Louise Closser Hale as the family servant offers another of her flawless character portrayals flecked with humour. Splendid supporting work is done by May Robson, Edward Arnold and Alan Edwards. "The White Sister" is a picture which deserves to be underscored in any moviegoer's list of worthwhile productions.

TO-DAY & TO-MORROW

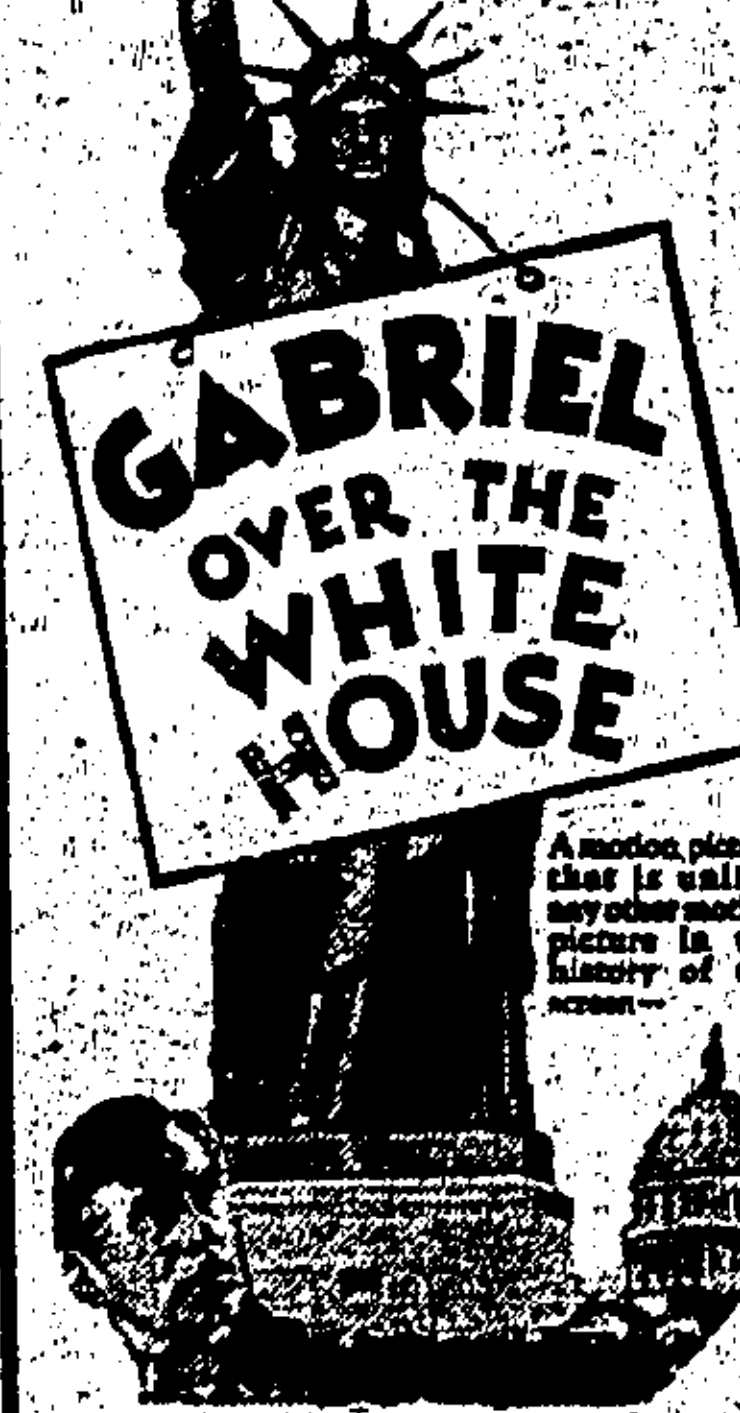
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with

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KAREN MORLEY FRANCHOT TONE

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ECHOES OF 1859

6.—Favouritism Alleged Against Judge

January 20th, 1859.
(Continued).

The view of the case can hardly be controverted. The attacks of the Press were becoming most alarming and annoying. It was thought that if an example were made the Press would be intimidated. We were selected as the victim. We accused the Governor of favouritism—nothing more. We adduced five instances all being true except one—the detention of the Ava, regarding which a far worse version than we gave had been published and allowed to pass unnoticed. We were indicted by the Attorney General and brought direct before the Criminal Court. In all the other cases of libel brought here the accused was brought before the Magistrate. The difference between the two modes of procedure is considerable. One is a stab in the back—in the other case the accused can discern the danger.

Had we been brought before the Magistrate we should have come off with flying colours, but no spite was to be indulged to the utmost, and the dignity of the Bench was to be prostituted to inflict. We were told that "we had been emboldened to say what we did in the expectation of being fined and raising the same by public subscription; therefore it became the duty of the Court to see that the arm of justice was not shortened" and the law vindicated. Not a word was said about apology or retraction, but six months imprisonment and a fine of £100 were accorded us.

How different in the case of the

Editor of the Government Organ! In the preliminary hearing of a previous case he accused the Attorney General of stating wicked falsehoods to deceive the public and in adopting the most unjustifiable means in the conduct of a case generally. He was summoned before a Magistrate who attempted to coax him to retract but in vain. Three times did he appear and each time did the Magistrate solicit an apology; each time were these good offices spurned, and the charge of perjury added to the libel already committed. Brought before the Supreme Court the contemptible hireling dared not even plead justification, but after pleading "Not Guilty" threw himself at the mercy of the Court. The worst possible construction that could be put on our libel was a bagatelle, to this—in addition to which our contemporary was guilty of contempt of court in interfering with the ends of justice. Not a word was said to him about the arm of justice being shortened or the vindication of the law. He was allowed one month to apologise. We say considering the accusation of perjury having been reiterated before the magistrate—considering the abuse he continued to indulge in at the expense of the Attorney General up to the time of trial in every issue of his paper—claiming that he had proved himself a false craven in fearing to stand justification, the apology he gave was totally insufficient. The Attorney General spurned it yet the court received it inflicting only the same time as we paid without the imprisonment.

WORLD'S MOST BOUNTIFUL TIN COUNTRY

Malayan Mining Methods Old And New

Singapore. A curious feature about tin mining is that while we know so much regarding the metal's industrial and scientific properties, so little is known about its original source. This is not for the lack of study. Experts have worked on the problem for centuries, but the few facts they have established are contradictory, although they do at any rate provide a clue to the origin of tin, which may lead finally to a solution of this problem. It has been estimated by experts that tin as an element forms less than 0.001 per cent. of the igneous rocks in the earth's crust, while an even smaller proportion of the granitic masses are stanniferous.

A Malayan Paradox. There seems to be no reason in the way Nature has scattered her reserves throughout the world. There are outstanding instances of granite or granitic mountain ranges running almost side by side, which contradict each other in this respect. The most notable example, perhaps, is that of the Benom Range in Pahang, which lies almost parallel, at a distance of some twelve miles, to the Main Range in the Peninsula. The first is almost barren so far as tin is concerned, while the second is very rich in its deposits of the metal, and is mined extensively. Nobody can determine why this should be.

The Most Bountiful Country. Malaya is the most bountiful tin-bearing territory in the world. Tin deposits are to be found in almost every part, from north to south, and in large areas from the east coast to the west. There are literally thousands of tin mines, large and small, that have been or are being worked.

Since the world economic landslide started its disastrous career, many of the non-European owned native mines have ceased operation. Sad though this must have been for the owners, their misfortune may have had some stabilising influence on the future of the industry, as the output of these small mines, so laboriously won, would have been hard to regulate, and the weight of their tin would finally have served to depress the wrong side of the price scales, leading, as it always has, to a period of active employment to be followed by hungry years of unemployment.

Mining Methods Old and New. The tin mines in Malaya are mostly concerned with alluvial and eluvial deposits, although there are a few which work on lodes and other ore bodies. Every method of tin-winning is to be seen in the Peninsula. In one place will be found the native diligently panning with his or her dulang. The

dulang is a shallow dish frequently made of wood in which, by a swirling movement of water, lighter materials are removed, leaving the tinstone. This method is employed by small miners where the minerals occur in loose ground—frequently in the beds of streams and rivers. Contrasting with this will be found the giant dredges, towering a hundred feet above the water and delving a like distance below, the hissing monitors and the gravel pumps. So much has been written on these modern methods in this journal that no more description is required.

Mines Perched 4,000 Feet High. Nature's choice of good mining sites in Malaya is catholic. The deeper open cast mines of the Kinta Valley, for example, are well below sea level, but there are also mines perched 4,000 feet high on the Main Range. The mineralisation is so rich that it would be hard to find any small stream having its source in the Main Range that did not contain in its bed a certain amount of tinstone; in fact, nearly all such beds have been worked at some time or another.

Judged on this evidence, it is not surprising that Malaya produces 27 per cent. of the world's tin supplies. It also makes one wonder what will happen when these reserves are worked out; as undoubtedly they will be.

Natives in Minority. The wise man might reasonably infer that the inhabitants of Malaya were native Malaysians. But even this is not true in this country of contradictions. The native element, numbering 1,992,000 constitutes only 45 per cent. of the total, but the Chinese, with 1,700,000, are nearly as strong numerically. There are also 684,000 contract labourers from British India, equaling 14 per cent. of the population, the remainder being a miscellany of various races. It is significant, in view of the extensive commercial developments in the country, that Europeans represent only 4 per cent. of the inhabitants.

The bulk of the Chinese, and Indians, like the Europeans, go to Malaya not to make their home, but in the hope of earning a living, and possibly amassing wealth with which to return to their native lands. Despite the fact that the exploitation of the tin ore resources is perhaps the most important industry in the Peninsula, no more than 4 per cent. of the population were employed in it in 1921, and the number may have fallen appreciably since then. It was also estimated in 1921 that probably one-fifth of the people were engaged in rice cultivation, while rubber-growing absorbed about one-third.

NEW MERCHANT SHIPS NEEDED

Great Britain Falling Behind

Presiding at the annual meeting of Messrs. Harland and Wolff, Ltd., in London, Mr. F. E. Robbeck, the chairman and managing director, spoke in quietly optimistic terms about the ship-building position. Admiralty orders were proving helpful to the industry, he said, but he thought that British shipowners should wake up to the need of placing more orders for new ships, unless Britain was going to fall behind other maritime nations.

He added that some means must be found to counteract the effects of subsidies paid by foreign Governments to support their merchant shipping.

In moving the adoption of the report and accounts, Mr. Robbeck said that, as indicated last year, the outlook for ship-builders had not materially improved, but orders placed by the Admiralty, as far as they went, were proving helpful to the industry.

Competitive Power.

There was still no general movement on the part of shipowners in this country to replace vessels which it was common knowledge were, in many cases, falling behind in competitive power as compared with vessels of other nations. Action must, in the first instance, come from the shipowners, who were called upon to face the world's conditions of trade and competition, and some means must be found to counteract the effects of subsidies paid by foreign Governments to support their Mercantile Marines.

Whilst there was no apparent prospect of substantial improvement in trade at present, there were indications of a steady betterment of things in general. The fact that the improvement was gradual was, he thought, the most healthy sign of eventual recovery. The shipbuilding industry, however, was one of the last to benefit from such an upward movement in trade, and the greater degree of confidence that was becoming evident must develop further before they could expect a return to more prosperous times in the industry.

Better Demand For Ships.

Nevertheless, during recent months there had been a slightly better demand for merchant vessels, but with so few orders to be distributed, and the fierce competition which, therefore, existed, builders had to be satisfied with very poor prices. It was hard to visualise how ship could be supplied at cheaper prices than at the present time, especially as there appeared to be at last a distinct hardening in the prices of materials.

Even under the extremely competitive conditions of to-day, it was gratifying to note that the company was obtaining a share of the relatively small amount of work that was being placed. The work in hand included the two fine motorships for the Shaw, Savill and Albion Co., Ltd., and two steamers for the Indian coastal service.

The Royal Mail Order.

The firm had also received the order from Royal Mail Lines, Ltd., to recondition the Asturias and Alcantara, and to provide them with much more powerful machinery to enable the service in which they were so popular to be accelerated. When completed the new machinery installations would represent the latest practice in high-pressure steam.

The vessels delivered during the year under review were giving the best possible results in the services for which they were designed, thereby maintaining the company's reputation as shipbuilders.

During the lean period through which the industry had been passing, particular opportunity had been taken of carrying out special investigations into hull forms, etc., with very satisfactory results, which, together with machinery developments that were taking place, would enable the company to offer owners the most effective tonnage for their work.

The repair works at London, Liverpool and Southampton had succeeded in obtaining quite a reasonable share of the small volume of work which had been placed during the year, and some very representative work had been undertaken.

In the stationary and auxiliary engine field, in addition to other orders the firm secured the contract for no less than 15 diesel engines each of 300 horse-power, for the new Iraq pipe line in the fact of the most severe international competition. The work which the company was doing in the traction field with their new type of high revolution diesel engine was developing satisfactorily.

The report and accounts were adopted.

THE BRITISH NAVY'S NEW PLANS

BACK TO SAFETY STANDARDS

Bigger Cruisers And Battleships

Far-reaching changes in the organization, personnel, and material of the British Navy are anticipated in connection with the rebuilding plans writes Mr. Hector C. Bywater in the London Daily Telegraph.

Although the present Board of Admiralty is apparently determined to maintain Dartmouth College as the main source of supply of naval officers, the large and ever-growing body of opinion in the Service which favours the direct entry of cadets from public schools at a minimum age of 17 may eventually prevail. If that happens the Dartmouth system will be doomed. As regards the distribution of fleets, official circles are understood to be averse from the withdrawal of the First Battle Squadron from the Mediterranean for strategic reasons. While it is obvious that the position of our Battle Fleet at Malta would become very precarious in the event of trouble with a great Mediterranean Power, and that we might even have to abandon that altogether pending a decision elsewhere, the forces at Malta are always available as a reinforcement for our Far Eastern squadrons. For that reason alone their presence is justified. They are a formidable power in the Pacific than they would be if stationed in home waters.

NO MORE "SECOND-RATERS"

If present plans are approved there will be an end to the building of second-rate ships, such as our latest cruisers and destroyers are in comparison with foreign vessels. Instead we shall revert to the old traditional principle that no British man-of-war must be built that is not capable of holding its own against the strongest foreign contemporary types. This principle will be applicable to all classes except submarines.

Various tentative plans exist for the battleships of the 1937 programme. The smallest is of 22,000 tons, with 11in. guns, while the largest would displace 25,000 tons and mount 12in. or 13.5in. guns. If, however, other nations persist in building 30,000-ton ships, these British plans will most probably be revised on an upward scale.

Our latest cruisers, of 7,000 and 5,000 tons respectively, are demonstrably inferior to many of their "opposite number" abroad. This

dangerous disparity is due to the London Treaty limit of 9,000 tons on cruisers to be completed by the end of 1936—an arbitrary limit imposed on Great Britain but on no other Power.

As a result the Admiralty has been forced to build small and feeble-armed cruisers, which are completely overshadowed by foreign types.

No such one-sided handicap will be accepted by any future Board of Admiralty. That much is certain.

NEW TYPE OF GUN

If foreign Powers continue to build super-cruisers we shall follow their lead. But in place of "tin-clad" speed machines our new cruisers will have stout armour and big guns in well-protected turrets. New guns, all-steeled built on the auto-fretting system, are under design. Although lighter, they are much more powerful than the models now in use. Striking progress is also recorded in the development of shells, torpedoes, and explosives.

One special convoy sloop has already been authorised, and others will follow. Their duty in war would be to keep hostile cruisers and submarines at a respectful distance from food-ship convoys. The design, at present confidential, is believed to embody novel features.

As regards destroyers, the paramount need is for number. It is felt, however, that we cannot afford to limit these craft to 1,350 tons, while foreign craft of 2,000 to 2,500 tons are being built. Consequently designs have been suggested for destroyers of much greater size and weight of armament than any now in our service.

INCREASING ESTABLISHMENT

When it is decided to increase the lowerdeck personnel—a decision which cannot long be postponed—resort may be had to the short-service system which was reintroduced not long ago. There would be no difficulty in adding many thousands of first-class men to the establishment by this expedient.

The Navy, in short, is ready with detailed plans for augmenting its strength in personnel and tonnage if the other Powers concerned feel unable or indisposed to curtail their very marked activities in the same direction.

MR. L. GEORGE'S CONTRACTS

Russia's Keen Interest

The first volume of Mr. Lloyd George's Memoirs will make its appearance on September 7.

Volume II, which will appear in October, will bring the record down to his appointment as Prime Minister in 1916.

Mr. Lloyd George is now working hard on Volume III. He hopes to complete his task in four volumes. Contracts have been made for the translation of the book into nearly every important language in the world. The most interesting is that with the State Publishing Department in Moscow.

The Bolsheviks are to produce the book in great style, and they have paid an exceptionally high price for the privilege. The figure, I understand, is higher than that paid by any other foreign country.

Stalin and Shakespeare

The Bolshevik chiefs profess keen interest in writers other than their own present-day propagandists.

Lenin's literary taste was severely classical. Stalin is a Shakespeare lover.

The other day, a young Soviet dramatist, greatly daring, took the Soviet chief to task for his lack of interest in modern writers.

Stalin put down his pipe and took up a volume from his desk. It was a copy of Richard II.

"When was this written?" he asked.

The young dramatist gave the date.

"H'm," said Stalin. "I read it only a fortnight ago. Do you think anyone will be reading your dramas in 2233?"

SHANGHAI MUNICIPAL BUILDING

Appreciable Advance On Various Works

Shanghai—In his report for August, the Commissioner of Public Works states that the reconstruction of Kashing Road bridge over the Hongkew Creek was begun on the 15th, and the new Yangtseppoo Police Station and barracks were handed over to the Police Department on the 31st. The construction of Chengtu Road Police Station has advanced to the stage of laying wood blocks to the upper floors, while concrete to all foundation beams has been poured at the new Central Police Station and the construction of the ground floor columns is in hand. The timber floors throughout the Western District Public School for Boys, Yuyuen Road, are complete, the doors are being hung, and the hardware is being installed. Other municipal properties upon which construction work has been appreciably advanced during the month are the Amoy Road Gaol extension, the abattoir on Sargan Road and the Point sub-station, Pingliang Road.

There were 479 blocks of buildings under construction during the month, 233 plans were submitted for approval (176 were approved), 38 valuations of blocks of buildings for assessment purposes were made, and 4,070 inspections were made by inspectors.

Two new patrol-boats, built by the Kiangnan Dock to the order of the Ministry of Navy's National Coastguard Bureau, will be launched at Kachangmiao on October 10, China's national holiday, according to information from Chinese naval circles. These two boats, the Hsienning and the Haining, are sister vessels to the four previously built by the Kiangnan Dock for the Bureau.

THREAT TO PORT OF TIENTSIN Conservancy Schemes Held Up Five Years

FARMERS' ABSURD OBJECTIONS UPHELD

Mr. Lançetot Giles, C.M.G., the British Consul-General in Tientsin acting as Senior Consul in the absence of Peltalho of Dr. H. Betz, together with M. Lepissier (Consul of France), as representative of the Consular Body on the Haiho Conservancy Commission, have handed over to the governor of the province the following important Memorandum:

Acting on urgent recommendations of the consular representative on the Haiho Conservancy and the Haiho Improvement Commissions, the Members of the Tientsin Consular Body at a Meeting held on July 27, have unanimously decided to draw the attention of the Head of the provincial government and chairman of the Haiho Improvement Commission to the following facts:

1. The original palliative project agreed upon in 1928 was for the purchase of the low lying area known as the Ta Ho Tien to serve as a settling basin for the fresh water of the Yung Ting Ho, a very simple scheme which could have been completed in eighteen months at most. In 1931 it transpired that the land owners in the Ta Ho Tien area objected to selling their land. A new settling basin in the Peltien area was agreed upon as the commission was assured that the land owners would welcome the flooding of their land to a degree which would make it possible to use this area as a settling basin without having to buy the land.

2. In January, 1932, it was disclosed for the first time that the farmers in the new settling basin area would object to the diversion of the spring freshet into that basin. On account of this opposition that freshet was not diverted.

3. Continued opposition was put forward against the construction of the second outlet channel and although the objections were found to exceed all bounds of absurdity, the provincial government decided not to oppose the will of the Nantsang farmers. This decision necessitated a complete change of plans.

4. In June, 1933, the Engineer-in-Chief of the Haiho Conservancy Commission drew the attention of his colleagues on the Technical Committee of the Haiho Improvement Commission to the immediate necessity to divert the combined output of the Yung Ting Ho and Pei Ho into the settling basin. This diversion was not effected until June 17 and, in the meantime, the harbour was heavily shoaled. The reason for "delaying the diversion was due to an undertaking entered into by the Improvement Commission with the people of the settling basin that the diversion of the summer freshet into the settling basin would not be made before the summer solstice, i.e. June 22. Although heavy compensation was paid to the people of the settling basin for the flooding of that area in the spring this undertaking not to flood the basin again before the date of the summer solstice was also conditional to the diversion of the spring freshet.

5. Further deterioration of the harbour, reducing it to a dangerous condition, was caused by popular interference with the regulator on July 8.

6. At the last meeting held by the Improvement Commission, it was decided to examine the possibilities of yet another plan for the completion of the palliative scheme, viz:

(a) To extend the settling basin to include the Ta Ho Tien with the Hsin Kai Ho—Chin Chung Ho for its southern limit.

serve as a basin to contain the summer freshets from the date of the summer solstice to the end of the freshet season.

(c) To construct a second outlet channel from the southern section for the return of the clear water to the Hai Ho through the Hsin Kai Ho.

It is estimated that an increase by \$2,000,000 over the original sum authorised for the entire palliative scheme will be required for its completion on the above lines. This will entail further negotiations with the group banks that issued the original loan and those negotiations will depend upon the prolongation of the surtax.

THE CONCLUSIONS

7. The conclusions to be drawn from the preceding statements are the following:

(a) Five years have elapsed since the project that normally should have been completed in 18 months' time, was launched. During those five years no less than eight different plans have been put forward for its completion. Seven of the eight plans have been balked mostly on account of the inapplicability of the law of expropriation. The eighth plan has not yet materialised. The effect of this protracted delay on the Hai Ho has been a steady deterioration of the river. In other words, the Yung Ting Ho is gradually gaining in its inexorable determination to destroy the Hai Ho by extending into it, and, through it, its delta. If the Bar channel is lost, Tientsin will cease to exist as a port.

IMPORTANCE TO NATION.

(b) The vital economic consequences to the nation of the deterioration of the Hai Ho have not been given sufficient consideration. It is difficult to understand how the momentary interests of a few farmers have been allowed to take precedence over the commercial requirements of the Port of Tientsin. It is still less comprehensible why the lives of the one million inhabitants of this port should be exposed to the danger of floods as a result of the drainage capacity of the Hai Ho being reduced to meet the requirements of a few farmers.

(c) The failure to resort to enforced expropriation would appear to be the main cause of the difficulties encompassing the realisation of the palliative scheme. It is known that adequate and just laws for enforced expropriation are contained in the Civil Code of the Government and it is felt that, had these laws been applied to the palliative scheme at the outset, both time and money would have been saved. The principle of extending compensation for the loss of crops in the settling basin, although unavoidable under the conditions in which this was done, is not favoured. It is feared that it is liable to lead to extravagant claims and to abuse such as was manifested by the people of the lower end of the Yung Ting Ho delta. It is pertinent to remark here that the flooding of the lower extremity of the Yung Ting Ho delta was in no way connected with the diversion works at Chin Chia Tien, but that it is the normal consequence of freshets in the Yung Ting Ho.

CHAIRMAN'S LETTER.

8. The Consular Body give their full support to the view of the Haiho Conservancy as expressed in the letter, which the chairman of the Board addressed to the governor on June 21, demanding:

(a) That a definite and final plan for the effective completion of the palliative scheme will be carried out before the onset of the spring freshet of 1934.

(b) That steps will be taken to divert future freshets to their settling basins immediately they reach the diversion works on the Pei Yung Ho; that adequate telephone communications with the diversion works be installed at hydrometric stations on the Yung Ting Ho and Pei Yung Ho at suitable points above their confluence so that proper warning of the approach of freshets may be received at the diversion works to ensure their immediate diversion; and that standing authority to close the regulator across the Pei Yung Ho and open the sluice gates across the inlet channel at the first indication of a freshet, obtaining be invested in an executive committee permanently constituted for this purpose.

(c) That definite arrangements be drawn up for the effective control, as well as for the maintenance in a state of perfect utility, of the diversion works at Suchuang and the sluices of the Kwang Erh Chiang, Hsin Kai Ho, Chieh Tri and Machang canals.

9. The Consular Body also approve that the Haiho Conservancy Board are not disposed to associate themselves by their representation on the Improvement Commission with the expenditure of further public funds unless definite guarantees are given that the last amendment proposed for the completion of the project will be carried out without further interference.

IN MEMORY OF MR. AGASSIZ

Tribute From Bench And Bar

LOSS OF MUCH-RESPECTED COLLEAGUE

In the absence of the Acting Chief Justice, the Puisne Judge Mr. Justice Lindell yesterday addressing a large gathering of officials of the Supreme Court and representatives of both branches of the legal profession, paid a warm tribute to the late Mr. E. L. Agassiz, Official Receiver of the Supreme Court, who passed away on Saturday.

The Hon. the Attorney General, Mr. C. G. Alabaster, speaking on behalf of the local bar and of the Court associated himself with Mr. Justice Lindell's remarks, as did Mr. Geo. E. Hall Brutton, who represented the Incorporated Law Society.

The two branches of the legal profession were strongly represented, those present being: The Hon. Mr. C. G. Alabaster, K.C., Mr. F. X. D'Almada (senior), Mr. F. X. D'Almada (junior), Mr. Leo D'Almada e Castro (junior), Mr. L. R. Andrews, Mr. A. el Arculli, Mr. H. J. Armstrong, Mr. D. H. Blake, Mr. H. A. de B. Botelho, Mr. Geo. K. Hall Brutton, Mr. Brown, Mr. R. H. Cole, Mr. J. A. Fraser, Mr. T. M. Hazelrigg, Mr. P. M. Hodgson, Mr. H. K. Holmes, Mr. W. C. Hung, Mr. P. T. K. Kemble, Mr. C. Y. Kwan, Mr. H. C. Lee, Mr. D. J. Lewis, Mr. H. W. Lee, Mr. M. K. Lo, Mr. M. W. Lo, Mr. Hui-shing Lo, Mr. Lo Tung Fan, Mr. F. H. Loseby, Mr. R. C. H. Lim, Mr. H. C. Macnamara, Mr. Duncan McNeill, Mr. J. B. Prentis, Mr. J. T. Prior, Mr. J. M. D'Almada Remedios, Mr. Peter Sin, Mr. M. A. da Silva, Mr. W. J. Lockhart Smith, Mr. D. L. Strellett, Mr. C. G. N. Tinson, Mr. M. H. Turner and Mr. R. A. Wadeson.

Mr. Justice Lindell said: "It is a sad matter that this is the second occasion within three days on which the Court has sat to take notice of the death of a member of the legal profession of Hongkong. To-day we deplore the death of one who was not only an 'amicus curiae' but also an officer of the Court."

"Edward Lewis Agassiz was born in June, 1879 and enrolled as a solicitor of the Supreme Court of Judicature in January, 1903. In February, 1914, he was admitted and enrolled as a solicitor of this Court and remained in private practice here until 1920, when he joined the Government service. In December 1928, he was appointed Official Receiver in Bankruptcy, and in December, 1927, appointed in addition to be Registrar of Trade Marks and Letters Patent."

"I think that members of the legal profession whose duties brought them into touch with him, must have been impressed by his single-minded integrity and honesty of purpose and also by his gallant fight against the handicap of falling sight."

"On behalf of the Bench, I desire to express here a sense of the loss the Court has sustained by his death and our deep sympathy with his relatives, in particular with the widow."

The Hon. Mr. C. G. Alabaster said: "I should like to associate myself and members of the Bar and legal members of the Government service with Your Lordship's tribute to Edward Lewis Agassiz."

"In him we have lost an able and conscientious lawyer, a valued colleague and a dear friend whose memory we shall treasure."

The Bankruptcy Ordinance and Rules will remain on the Colonial Statute Book as a monument to his accuracy, industry and zeal. We wish to associate ourselves with the Court's expression of sympathy with Mrs. Agassiz."

"Mr. G. K. Hall Brutton, President of the Incorporated Law Society of Hongkong, said: 'It is since the year 1927 that the members of the legal profession became better known to Mr. Agassiz and he became better known to them by reason of his appointment as Official Receiver. His work brought him into close and constant contact with our profession and I am expressing their opinion when I say that, by his sympathetic understanding of unflinching courtesy and tact, and the difficulties with which solicitors have to contend, he won our esteem and affection.'"

"On behalf of the Law Society I desire to express to Mrs. Agassiz, their deepest sympathy with her in her great loss and we would like to associate ourselves with the remarks of His Lordship and the Attorney General."

themselves by their representation on the Improvement Commission with the expenditure of further public funds unless definite guarantees are given that the last amendment proposed for the completion of the project will be carried out without further interference.

THE LIGHT THAT FAILED!

On The Ferry Man Chung

INTERESTING CASE AT MARINE COURT

After two remands the case in which Leung Kan, coxswain of the Yaumati Ferry Launch Man Chung, was charged with being underway in the vessel without the port side light on September 15, was heard by Commander Newill at the Marine Court yesterday. Defendant was represented by Mr. F. H. Loseby of Messrs. Russ & Co.

Sergeant W. W. Ridges said that on the 15th he was in a launch in the central fairway. The Man Chung was crossing the Harbour from north to south, and crossed his bow from starboard to port at a distance of about 200 yards. He could see no port light on the vessel.

He steamed alongside the port side for about two minutes but there was no light there, what ever he went to the starboard side and saw that the light there was all right. He then went back to the port side and steamed ahead of him till he got to the wharf. There, witness said, the lights of the ferry were changed, with the green on the port side as if the vessel was coming out.

Mr. Loseby (cross-examining): You say that it is habit for boats to change lights before they get alongside?—Yes. I put it to you it is never done on the Yaumati Ferry.—It is done in the majority of cases.

You saw he had no light before he got alongside, you did not think it was necessary to stop him?—No.

Why not?—It is not part of my duty to, unless there is a serious offence.

Then you think the offence was a very minor one?—I didn't think it was serious enough to stop him in the harbour. You think it was better not to stop her; better to let her go on.—Yes.

Harbour Master Disagrees With Witness.

His Worship: I must say I don't agree with that.

Mr. Loseby: When you got alongside you told him there was no port light and he said there was.—Yes.

Then why didn't you say so?—It is not a part of my duty to repeat what other people say.

Why did you take out this summons? Is it definitely an offence to have no port light?—Yes.

Where is it laid down, please show it to me.—I wrote out the summons and a senior officer attached the Section.

Ip Yau, the coxswain of the police launch, then gave corroborative evidence. Questioned by Mr. Loseby he said he followed the ferry to the wharf.

Mr. Loseby: Then how could you see whether there was a red light or not?—Witness made no reply.

Mr. Loseby: When you got to the wharf had she any light on the port side?—After a few minutes there was a green light on the port side.

Quite sure of that?—Yes. I put it to you that the red light on the port side came on before the ferry got to the wharf?—No.

I put it to you you were too far astern to see?—I would know. Pressed by Mr. Loseby, witness said that the speed of his launch was about 8 or 9 knots as compared with the ferry's 10.

Mr. Loseby: Then how could you catch her up? Look here, your story was this, you got on the port side, then dropped behind to the starboard side and went back to the port side and all this happened near the wharf?—Yes.

This concluded the prosecution and then Mr. Loseby submitted that he had no case to answer. "What actually happened," he said "as I think we have got from the coxswain is that the light went out after the ferry was underway. She slowed down, she must have to enable a much slower boat to make rings round her; and as the Sergeant says there was no danger to shipping, it is very serious offence, showing no regulation lights and endangering shipping but it must be done wilfully before there is an offence. In this case I submit I have no case to answer, but if Your Worship wishes I will put my man in the box and he will explain to you what actually happened."

His Worship: I think that would be better.

The Coxswain's Story.

Leung Kan accordingly gave evidence. He said that after he had been under way for some time he found that his port light was out. He told the quarter-master to see to it and rang the engines to stop. When the quarter-master reported that the light was replaced he restarted. After the boat had gone alongside and been tied up, and the engines shut off he changed the light.

SQUEEZE! Visas On Passports In Yangtze Area

(From Our Own Correspondent).

Ichang, Sept. 14.

How can we squeeze more money out of the foreigner? This seems to be the question of the hour in official quarters. On arrival at Shanghai for summer vacation, the writer was told his passport must have Chinese Visa; To Chefoo \$5. To Mokanshan \$3. A good deal of excitement was created last evening on board S.S. Slangwo, by a party of semi-uniformed men, said to be from the stamp tax bureau, who tried to compel the Compradors to purchase stamps to affix on passengers' tickets. They refused to listen to reason and became not only insolent, but pugilistic, and finally it was necessary to call the armed guard to put them off the ship. The China Travel Service apparently have some arrangement with this stamp bureau, and it will be a pity if officialdom puts any handicap on this splendid organisation.

ACID THROWN AT WOMAN

Chinese On Serious Charge

Charges of throwing corrosive acid at a woman named Chan Yuet Ying were preferred against a marine store collector named Ng Wah before Mr. Schofield at Central Magistracy yesterday.

Mr. J. A. Fraser for the prosecution, told the Magistrate that the complainant was a Singapore prostitute. She became the defendant's mistress about five years ago and in 1931 they came to Hong Kong where they stayed for a while before going to Fukien. Shortly after the woman returned but while the man stayed in Fukien, he sent her money regularly and eventually he also returned to the Colony.

About a month ago, the defendant told the woman that he could not keep her any longer and that she would have to go out "and look for money." She reverted to her old way of life and on September 8, the accused told the woman they had better part. He then packed his bag and left the flat in which they were staying. The next day they met in the street, and after exchanging a few words, defendant is alleged to have thrown some acid at the woman's face. She blew a police whistle and finally they both went up to the Police Station and when the woman was sent to the hospital, the inspector detained the man for enquiries, as a result of which the present charge was brought.

Mr. V. C. Branson, assistant Government analyst, gave evidence regarding the acid and after complainant had given evidence, hearing was adjourned until Saturday morning.

Complainant persisted in her statement that the acid was not thrown at her accidentally as the complainant had made a threat to blind her the night before the alleged incident.

Questioned by Mr. Loseby, witness said the ferry still had some way on it while the lights were being changed.

Mr. Loseby: The Sergeant says you always change the lights before tying-up—what do you say to that?—No.

When the Sergeant said you had no lights what did you do?—I took down the light and showed him.

The port light in question (which had replaced) was an oil lamp which was always kept trimmed in case it was needed.

Mr. Loseby: When your lights went out was the police launch in a position to see you had no lights?—No, it was astern.

When did you light the oil lamp?—Immediately the port light went out.

Commander Newill: I find that the port light evidently did go out. Therefore he was under way without a port side light.

Mr. Loseby: Yes, yes, quite so. Therefore there was an infringement.

His Worship: What was your point?—I don't quite see it.

Mr. Loseby: This—I was under way and my port side light went out—was it my fault?—It certainly wasn't his (my client's) wilful default. The question is, was he without lights any longer than necessary?

If he had sat down and lit a cigarette before sending for his quarter-master, then he would have been guilty of wilful default, but he did not—he sent for him immediately and so far as anyone can see he did everything he could.

His Worship, after a few minutes' thought, decided to reserve judgment, and to look up the police of wilful default. The case was remanded pending judgment.

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NEW ADVERTISEMENTS

CUSTOMS NOTIFICATION.

TENDERS are invited for the supply of an obsolete vessel to be used as a bulk by the Chinese Maritime Customs.

The approximate dimensions of the vessel should be: length 200 feet, beam 30 to 40 feet, draught carrying a dead weight of 500 to 600 tons not to exceed 9 feet.

The hull to be of iron or steel in good condition and subject to the approval of a Customs Marine Surveyor.

Preference will be given to vessels which have had the engines and boilers removed.

Delivery to be in Hong Kong Harbour within two months from acceptance of tender.

Sealed tenders to be sent to the undersigned, not later than noon on 15th October, 1933.

The Customs does not bind itself to accept the lowest or any tender.

Further particulars can be obtained from the Coast Inspector's Office, Customs House, Shanghai.

E. N. ENSOR,

Commissioner of Chinese Customs, Kowloon and District.

York Building,

Hong Kong, 26th September, 1933.

[1933]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of Green Island Cement Company, Limited, held at Exchange Building, Victoria, in the Colony of Hong Kong, on Thursday, the 21st day of September, 1933, a call of \$3.75 per share was made upon all the members holding shares, whose names appear in the Company's register of shareholders on the 21st day of September, 1933, upon which only \$3.75 per share has been paid, and it was determined that such Call should be paid on the 15th day of December, 1933, to the Company's Bankers, The Hong Kong & Shanghai Banking Corporation at their Head Office, Queen's Road Central, Victoria, aforesaid.

Upon presentation at the office of the Company of Bankers' receipt for the payment of such Call, together with the Certificate of Shares, a note of the payment will be endorsed on the Certificate.

Dated this 21st day of September, 1933.

By Order of the Board,

ALLAN KEITH,

Secretary.

16'6"

THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the Tenth Extra Race Meeting to be held on **SATURDAY, 7th OCTOBER, and TUESDAY, 10th OCTOBER, 1933** (weather permitting), may be obtained at the Secretary's Office, Gloucester Building, the Club House, Happy Valley, the Hong Kong Jockey Club, the Sports Club, and the Stables, Village Road.

Entries close at 12 o'clock NOON on **THURSDAY, 25th SEPTEMBER, 1933.**

By Order,

C. B. BROWN,

Secretary.

[1933]

THE HONG KONG JOCKEY CLUB.

By order of the Stewards, Messrs. HURST & HONG, Ltd. will sell at the **PONY AUCTION** to be held at the Paddock, the Race Course, Happy Valley, at 5.15 P.M. on **WEDNESDAY, 27th SEPTEMBER**

the

1934 Australian Sub-Pony No. 6 Brown Gelding, 14 hands 2 inches.

The purchaser of this animal, if a Member of the Hong Kong Jockey Club, will be entitled to race the pony at the 1934 Annual Race Meeting.

C. B. BROWN,

Secretary.

Hong Kong, 19th September, 1933.

What do you want?

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The Daily Press.

Hong Kong, Sept. 26, 1933

WAR CLOUDS IN THE NORTH

A large section of Japanese jingoists believe in a war about every ten years. China in 1895, Russia 1903, the Great War, a mere sparring match, in 1914; and then, in 1924, the wretched Government instead of a fight, signed treaties for the limitation of armaments! Now, therefore, in 1933, Japan should fight with doubled or trebled vigour, two if not three first class enemies! To many of us that sounds childish, but it must not be forgotten that Admiral Sir John Fisher wished to "Copenhagen" the German Fleet in the year 1903, when King Edward told him he was mad, and there are plenty of British pen and platform patriots who have every sympathy with the Japanese doctrine.

Until the Napoleonic Wars, with their legacy of uncomfortable debt, people of the hot-headed type, who saw in war a glorious cavalcade, were a perpetual menace to peace. Britain, for example, from the days of Edward II. to those of Charles I., was rushed into a series of useless and unnecessary wars by rash young monarchs, who were generally beaten at the outset, but sometimes won initial successes, that enlarged the venture until the superstructure of conquest grew out of all control and collapsed ignominiously. Numberless wars, generally disastrous to the aggressor in the long run, have also been instigated and conducted by upstart military adventurers from Hannibal to Napoleon.

To some extent the great Powers have outgrown the era of needless wars, fought for the advantage of private individuals, but there have also been wars which, the more careful investigation of records

shows, were due to a clash of interests and ambitions, that made armed conflict apparently inevitable. Thus were the later stages of the war between Carthage and Rome for the hegemony of the Mediterranean, between Elizabeth of England and Philip of Spain, two cautious and peace-loving monarchs, between Holland and England in the seventeenth century, and Russia and Japan thirty years ago. Most people agree that the Great War was of this category. The question is whether these major conflicts can ever be avoided.

The gathering of clouds need not mean a storm. How far, it may be asked, is Japan menacing the peace of the world under the drive of circumstances beyond control? The Japanese Government is headed by a veteran admiral, and the younger enthusiasts complain bitterly of its caution and inactivity. Elderly statesmen and kings seldom seek war, but they are often quite ready for the adventure if they see their way clear to a win. The way never is clear; Louis XIV. of France, for instance, reckoned without the genius of Marlborough. However, many wars have been won by careful estimation of costs and correct assessing of a rash opponent.

According to all appearances Japan is adamant on the question of Manchuria. The threat to disperse any Chinese military concentration near the frontier will obviously be put into effect. If General Fang Wen Chu does not withdraw from the demilitarized zone he will be attacked. Equally Japan is determined to acquire the Chinese Eastern Railway. She is willing to pay her own price to get it without war, but obviously she is going to do all in her power to cut this tentacle of Russia influence. Will Russia fight? There are competent critics who hold that the Red Army is in excellent fettle, and ready to sweep Japan out of Manchuria. It is easy to underestimate revolutionary rabble, and the Soviet Government might well be prepared to rally enthusiasm to a foreign war. The fact that Russian armaments have been arriving in the Far East means nothing. It may be entirely bluff. On the whole, the chances are that Japan will get her way without fighting. The Soviet cannot afford a bad defeat, and the loss of the Pacific provinces. Can the Red

OBITUARY

Actress And Novelist

London, Sept. 25.

The deaths occurred to-day of Mrs. A. M. Williamson, the famous novelist and Miss Dorothea Baird (Mrs. H. B. Irving), who took the part of the original Trilby.—Reuter.

Sergt. A. H. Cleathero

The death occurred and from typhoid at the Government Civil Hospital yesterday morning of Police Lance-Sergeant Allen Henry Cleathero.

The deceased who was only 24 years of age was a native of Lowestoft, Suffolk, and arrived in the Colony on October 23, 1930. During that comparatively short time he had proved himself to be a valuable and efficient officer, and was well liked by those who knew him.

The Funeral

The funeral took place at the Protestant Cemetery last evening, the Rev. G. K. Carpenter officiated. A large number of deceased's comrades were present including the Hon. Mr. E. D. C. Wolfe, I.G.P., A.S.P. Calthrop, A.S.P. Bidmead, A.S.P. T. Murphy, Chief Inspector R. Marks, Inspector McLellan, Sub-Inspector Hunt, and Sub-Inspector Logan.

Floral tributes were sent by: His Sorrowing father, mother, sisters and brothers, Inspector C. F. Alexander, Inspector Brennan, Inspector R. Shannon, Messrs. A. Buzhelt, E. Carpenter, B. A. Hyder, R. Ellis, Fred Minty, Ronald A. Edwards, R. Grainger, S. T. Macnamara, G. Fryer, R. Owen-Hughes, A. W. Mooney, Sergeant Harry Hemmley and Dixey, Pilkinton, Alexander and Flaherty, D. Fitches, A. Goutar and Wheeler.

Mr. and Mrs. W. H. Nolloth, Mr. and Mrs. Hunt and family, Mr. and Mrs. J. S. Dick and family, Mr. and Mrs. W. A. Russell, Mr. and Mrs. A. Darkin, Mr. and Mrs. A. V. Baker, Mr. and Mrs. L. H. C. Calthrop, Mr. and Mrs. Grinnitt and family, Mr. and Mrs. E. Bloor, Mr. and Mrs. W. Shannon, Mr. and Mrs. McLellan, Mr. and Mrs. T. K. Whelan, Mr. and Miss Landau, Mr. and Mrs. Booker and family, Chief Inspector and Mrs. B. Marks, Mr. and Mrs. D. Burlingham, Mr. and Mrs. A. T. Sabey and Mr. and Mrs. J. O'Donovan.

Members of Water Police Mess, No. 6 Police Station Mess, Mohammad and Sikh Mess, Inspectors Mess, Yammat, Sergeants Mess, Yammat, European Mess No. 7 Station, M.K.T. Police Mess, Committee and members of Police Recreation Club, No. 1 Police Launch, "Taipo," K.C.Y. Sergeants Mess, Servants of No. 2 Police Station Sergeants Mess, Upper Lever Mess, Staff of Police Training School, Single Sergeants Mess, Cheung Shui Station and many others.

MR. BESANT CREMATED

Adyar, India, Sept. 21.

The remains of Annie Besant, the Theosophist prophet, were cremated to-day on a sandalwood pyre.

Mrs. Besant died convinced that she would soon reappear on the earth in a new form, reincarnated to work for the building of a greater India.

FOLKESTONE DUE TO-DAY

Others Returning Soon

H.M.S. Folkestone is due to arrive in Hong Kong to-day from her summer cruise. The British submarines, H.M.S. Rainbow and Orpheus, left Wilhelmshaven on Saturday for Hong Kong and will arrive on September 28, while H.M.S. Keppel, H.M.S. Whitshed, H.M.S. Veteran and H.M.S. Wren, which have been on a cruise to Japan are expected here on October 2.

Army hope to fight across the Siberian desert against the concentrated might of Japan? A compromise satisfactory to all parties is the most likely solution, for there are some very cautious statesmen engaged in this conflict. That is not to say Russia will surrender absolutely. The question her government has to consider is whether 1933 is the best moment to fight, or if the situation may be more advantageous at a later date.

SMUGGLING OF SILVER

Curious Result Of Exchange Policy

Wellington (N.Z.).—One of the most curious and unanticipated results of New Zealand's high exchange policy has been the immense vogue in the last few months of smuggling silver coin out of the country. Some ingenious persons, soon after the Government raised the exchange rate to 2125, discovered that there was money to be made by getting English-minted florins and half-crowns in circulation in the Dominion away to a more profitable market. There ten florins or eight half-crowns worth 20s. in New Zealand, could be exchanged for what would be worth 25s. on a New Zealand basis. In other words, these persons had found a nice application of Graham's law that had money drives out good.

The first feeling that something was wrong came in persistent and disquieting reports of a shortage of silver coin among shopkeepers. Then there was the complaint that a taxi-driver had been robbed of £800, all in silver, near Wanganui, on his way down from Auckland to Wellington, apparently without a passenger. As the mail steamer was due to leave Wellington for Sydney next day, the police put two and two together, and searching the Sydney boat just before her departure. They made a big haul of several hundred pounds, stowed away in various places, before they let the vessel go, and advised the Sydney police to try their hand on her arrival there, when an equally large amount was garnered in. Since then no steamer has been allowed to leave New Zealand ports for overseas without a most exhaustive examination by big squads of police and detectives. How much silver coin of the realm has left New Zealand for the home of its minting it is impossible to say, but it is a fact that huge quantities of Australian silver coins have had to be imported to replace it. Inquiries into the Wanganui case proved that this was not the first trip the taxi-driver had made between Auckland and Wellington for a syndicate in the northern city, and the truth of his story was proved by the finding of the missing £800 in silver in a sack concealed in the bush along-side the road.

When it became known that every pound weight of English silver coin exported from New Zealand to England could be made to yield roughly one pound profit, it was only a matter of time before every example of such coinage would leave the country. The position with Australian silver coin is different. It is only worth as much in Australia as in New Zealand, and in England it is worth a good deal less. For this reason

LOCAL AND GENERAL

One case of enteric was notified during the week-end.

The Chinese Chamber of Commerce meets to-morrow, September 27, at 3 p.m.

We have received \$5.00 on behalf of the Hong Kong Benevolent Society from Mr. and Mrs. J. H. Seth in memory of Mr. Agaraz.

A Chinese "chop" maker who pleads for business at Man Wah Lane, was sentenced to four months' hard labour for making counterfeit Hong Kong copper cents.

Wong Chai, a painter, charged at the Central Magistracy yesterday, with stealing two kins of paint from Talook Dockyard was fined \$10 or one month's hard labour.

An orphan boy of twelve was sentenced by Mr. Balfour yesterday to seven days' imprisonment for theft of two rolls of cloth. The boy had already been convicted three times for stealing.

A Chinese woman was admitted to the Government Civil Hospital during the week-end after being rescued from the harbour into which she had thrown herself from the seawall at Kennedy Town.

While the ss Charles Hardouin was at anchor outside the Yammat breakwater on Sunday, she was involved in a collision with a junk. The impact was received by the steamboat on her bows but only slight damage was caused.

For stealing a brass door lock from the Naval Canteen which is under construction in Gloucester Road, a Chinese, described as an artistic plasterer, was sentenced to six weeks' hard labour by Mr. Schofield.

ST. ANDREW'S CLUB

Rev. W. W. Rogers Re-elected President

By popular acclamation, Rev. W. W. Rogers was re-elected president for yet another year at the annual meeting of St. Andrew's Club which was held in the Church Hall last evening.

There was nothing of any great importance that was discussed at the meeting, and after the chairman had reviewed a very successful year, the following officers were elected:—

President: Rev. W. W. Rogers.
Hon. Sec.: Mr. R. H. Wong.
Hon. Treas.: Mr. A. S. Bliss.

Australian silver has rapidly displaced English silver, in spite of the suspicion of most people at the sight of comparatively strange coins.

THE QUATERNARY ALLOY.

One thing leads to another, and the New Zealand authorities in the Treasury and elsewhere began to wonder whether it would not pay this country to mint its own coin and so make it not worth while to export. The inevitable committee of inquiry followed, and people began, through the press, to learn something of the mysteries of minting silver coin. They were informed, for instance, that until 1922 the British and Australian mints made their coin of "sterling" silver, called 925 fine, 1,000 ounces of this containing 925 ounces of pure silver and 75 ounces of copper; that Australian silver coins are still of this superlative quality, while, sad to relate, British silver coins of date subsequent to 1922 contain only 500 parts of pure silver to the 1,000, the rest being copper, nickel, and zinc—the so-called "quaternary alloy." Clearly there was money minting. Dreams of a New Zealand industry—coining our own coin—rose with intoxicating promise, and the Manufacturers' Federation, springing to the occasion, presented the following grounds for doing the job on the spot:—

1.—It will give New Zealand the mint profit.

2.—It will establish, of itself and immediately, a new industry giving a considerable amount of employment.

3.—It will naturally develop into a permanent industry for the manufacture of stamped and pressed metal, and will necessarily be associated with metal-working processes of great practical and economic value.

4.—It will stimulate other industries, not directly related to it, owing to the new requirements in metallurgy, mining, timber, and transport.

In spite of this the coinage committee, with its old-fashioned prejudices, has recommended that the

(Continued on next Col.)

NEWS SUMMARY

Police Reserve Orders appear on Page 10.

We publish a most interesting letter from our Kienai correspondent. After describing the curious effect of the passing of the seasonal "opium" caravans through his district, he goes on, writing as a missionary, to make some penetrating criticisms of mission work in China, to-day.

Judgment was reserved in the Marine Court Case in which the coxswain of the Ferry Man Chung was summoned for not showing his port light while under way. The defence was there when the light went out everything possible was done to get it alight again.

A Kowloon bus conductor was fined \$30 or being convicted for attempting to cheat his employees. He gave a passenger and his wife two tickets which were not of proper sequence.

The death occurred yesterday from typhoid of Police Sergeant A. H. Cleathero, a very promising young officer. The funeral took place at the Protestant Cemetery, a large number of colleagues and friends being present.

The annual general meeting of the Hong Kong Cricket League took place yesterday evening. Mr. H. R. B. Hancock was re-elected president.

Page 2 is devoted to news and articles of interest to motorists.

The Hong Kong Stock Exchange closing quotations and report appear on Page 13.

The fixture meeting of the H.K. Hockey Association took place yesterday evening at the Y.M.C.A.

Charges of throwing nitric acid at a woman were preferred against a Chinese named Ng Wah at Central Magistracy yesterday. Details will be found on page 7.

There was plenty of excitement at the V.R.C. when the first days programme of the Colony's Aquatic Championships was held. Lawrence won the 100 yards and Mui Chee Cheong the half mile.

YO YO PLEASES ROTARY

A Suggestion For Hong Kong

Manila, Sept. 23.
The Rotary Club, enjoyed an exhibition of yo-yo spinning by Preston's yo-yo champions at its regular weekly luncheon meeting Thursday noon at the Manila Hotel.

Mr. Preston in a brief talk told the Rotarians how the yo-yo, a Filipino toy, has become a favourite with the children of many countries. It has given the Islands much publicity, he stated.

A number of captains of deep-sea vessels in Manila attended the luncheon as guests of the club. The programme was in charge of the September birthday group, headed by Rotarian S. F. "Sam" Gaches, who delivered a brief message to those "that go down to the sea in ships, that do business in great waters."

Royal Mint should undertake the work of turning out the desired amount of silver coin, with the one concession to progressive ideas that it should be of a "special design." This is far from satisfying the Manufacturers' Federation, who claim the Royal Mint will be making undue profit. It is even contended that if New Zealand had to produce £2,000,000 herself in "quaternary alloy" importing the silver bullion and other constituents, she might make a clear profit of half a million sterling.

ENGLISH CHURCH IN NEW DELHI

Countess Of Willingdon's Appeal

Simla.—The Countess of Willingdon heads a strong appeal for one lakh of rupees (approximately £7,500) to finish the building of the English church in New Delhi. Other members of the Appeal Committee include the Bishop of Lahore, in whose diocese the church is situated, and General Sir Kenneth Wigram, C.B. The Viceroy has headed the subscriptions with one thousand rupees, and is seconded by an anonymous donor who gives \$50 rupees.

The church is not merely a place of worship for the people of the capital, but stands amid the stately buildings of the new city as a symbol of the religious principles of England and her public servants. It is not big, but it was designed to be a thing of beauty and not inferior in that respect to the majestic buildings about it. The architect is Mr. H. A. N. Mead, the deputy of Sir Edward Baker in connection with the official buildings.

The interior appearance of the church is universally praised; but from the outside the building looks absurd without its tower. All the finished work has been paid for the cost having been \$1 lakhs.

The Countess Willingdon is personally receiving subscriptions.

REICHSTAG FIRE TRIAL

Dimitroff's Sister Gives Evidence

Leipzig, Sept. 25. The Court is still engaged in probing the political past of the Reichstag fire accused. There is not yet any sign in the evidence of the outbreak itself.

Dimitroff's sister gave evidence this morning, when she exchanged frequent affectionate smiles with her brother till the Judge told her to desist "as this was a serious business." She was not sworn in because she is a relative of the accused and is entitled not to reply to questions if she does not wish. She described the efforts to brief a leading Paris Counsel for her brother's defence and quoted her brother's letters showing that his activities were entirely connected with Bulgarian Communism.

Dimitroff was twice warned to behave himself.—Reuter.

SWISS FRONTIER VIOLATED

Armed Nazis Cross Border

Zurich, Sept. 25. ANOTHER alleged serious violation of the Swiss frontier by German "Storm Troops," occurred early yesterday morning at Otterbach, near Basel.

Ten armed Nazi "Storm Troops" crossed the frontier in pursuit of three Germans, whom they arrested and maltreated in the presence of a solitary Swiss frontier guard. The Nazis then took the three fugitives back into Germany as prisoners.—Reuter.

BRITISH RAILWAYS

Weekly Earnings £119,000 Up

Another material improvement in traffic receipts was recorded by the four main line railway companies last week, says a Home paper.

The total earnings were £119,000 higher than for the corresponding week last year. Notable features of the returns are that, for the first time for many months, receipts from minerals, including coal, show an increase over the corresponding week of 1932; and that the London, Midland and Scottish passenger receipts for the year to date (34 weeks) are actually in excess of those for the first 34 weeks of last year.

During the past five weeks the receipts for all classes of traffic are £502,500 higher than they were in the comparable five weeks of 1932; those for passengers being £361,000 up, freight £288,000 up, and minerals £146,500 down.

BODY-LINE BOWLING

Deprecated In South Africa

Johannesburg, Sept. 25. THE South African Cricket Association decided yesterday not to follow Australia's example of legislating against "body-line" bowling, but passed a resolution deprecating the use of such bowling liable to intimidate or injure a batsman.

The opinion was expressed that this undesirable practice should not be counteracted by giving umpires greater power.

The Association appeals to all Unions to use the best endeavours to discourage the use of such bowling and trusts that all captains will always exercise their authority to maintain the spirit of the game.—Reuter.

HOME RACING

Call-Over For Cesarewitch

London, Sept. 25. Following are the latest call-overs for the Cesarewitch and the Cambridgeshire:—

Cesarewitch.

Gulstead 8/1 t and o
Ximenes 100/9 t and o
Negro 100/5 o 18/1 t
Beau Frere 18/1 o 20/1 t
Erin 20/1 o
Sandals 22/1 t and o
Roi de Paris 22/1 o
Nitschin 22/1 o
Statesman 25/1 o 28/1 t
Loose Strife 28/1 t and o
Blandearna 33/1 t and o
Cambridgeshire.

Coton Easter 20/1 o 22/1 t
Andrea 25/1 o 28/1 t

CANTON NEEDS TAX ON RICE

To Protect Farmers And Public

(From Our Special Correspondent)

Canton, Sept. 25. "We need a tax on foreign rice to protect farmers and the general public, because almost 80 per cent. of China's population are engaged in farming and agriculture," declared Mr. Ou Fong Po (Ou Fang Pu), Provincial Commissioner of Finance, in an address at the weekly memorial service this morning.

Kwangtung consumes about 90,000,000 piculs of rice yearly. Mr. Ou said, while imported rice is about 9,000,000 piculs. In view of the fact that Kwangtung takes up only one-tenth of foreign rice, Mr. Ou declared that the statement by rice merchants that Kwangtung grows enough rice for consumption of only three months is absolutely false.

Because of keen foreign competition, native rice is sold at \$3 or \$4 a picul, yet there is no market for it, he continued. Each year China imports rice, lumber, wheat and cotton to the amount of \$1,800,000,000, and Kwangtung alone spends every year \$100,000,000 on foreign rice, \$80,000,000 on sugar and \$700,000 on oranges, grapes, apples, etc.

"If we go on spending according to these figures, the country will be impoverished," Commissioner Ou asserted. "The depression in recent years is due to the diminishing capacity to buy commodities on the part of the farmers, and their poverty is largely attributed to the close of the rice market in favour of foreign products. Consequently, to revive prosperity, we have to help the farmers by giving them protection in the local markets."

KILLED BY 66,000-VOLT FLASH

Tragedy At New £6,000,000 Power Station

A man who touched a switch at the new £6,000,000 Battersea power station received a shock of 66,000 volts, and was terribly burned by a great flame that burst out with a noise like an explosion.

The man, Herbert Cryer, aged forty, of Mayfair-avenue, Ilford, a Metropolitan-Vickers foreman, was rushed to St. Thomas' Hospital, where he died soon after admission.

Three other men suffered from shock.

INTO "LIVE" SECTION.

An official of the London Power Company said that Cryer had a permit to inspect exterior switch gear which was "dead," but he went inside into the "live" section for some unaccountable reason. "I can only presume," added the official, "that accidentally he brushed against the 66,000-volt switch. He must have been burned almost beyond recognition, for the flame from such a contact, to say nothing of the electric shock, would be at least twenty feet long. Cryer was one of the most competent of foremen electricians."

FEAR OF WAR IN NORTH CHINA

Fang Defies Japanese Militarists

NATIONAL GOVERNMENT PERTURBED

JAPANESE PLANE DROPS BOMB NEAR SHUNYI

Peiping, September 25.

The situation created by Fang Chen Wu appears to be getting more serious every day.

It is now stated that Peiping stands in danger of attack, against which the local authorities are helpless until the advancing forces cross the Tangku Armistice line, a few miles from the City, as the Japanese authorities at Chanchun still refuse permission for Chinese troops to enter the demilitarised zone in order to clean up Fang Chen Wu and his allies.

According to some well-informed Chinese sources this is a move by Fang Chen Wu, Tang Yu Lin and their allies to oust the present Peiping regime.—Reuter.

FANG'S ASQUITHIAN ATTITUDE

Peiping, Sept. 25. Fang Chen Wu quickly replied to the Japanese ultimatum.

According to well-informed Japanese sources a delegate from Fang called on the Japanese Military Attaché here, stating that Fang's movement was purely patriotic and not anti-Japanese and asked the Japanese army to withdraw from Hualu and expect to reach the suburbs of Peiping in a few days and hope the Japanese army will refrain from action till then. The Attaché then transmitted the reply to Chanchun and it is reported that the reply is not satisfactory and that measures will be taken against Fang at the expiration of the ultimatum.

It is reported here that the Kwangtung Army has decided on bombing operations on the morning of Wednesday, while it is also reported the Nishi Brigade is under orders to enter the demilitarised zone from Kupeikow in order to take action against Fang Chen Wu.—Reuter.

Nanking Worried.

Nanking, Sept. 25. Chu Min Yi, Secretary General of the Executive Yuan, stated this morning the Government is greatly exercised over the situation created by Fang Chen Wu and Chih Hung Chang whose troops are marching in the direction of Peiping through territory demilitarised by the Tangku Armistice. Chu Min Yi declared the authorities, while exerting their utmost to liquidate the situation, would endeavour to leave room for a compromise in order to spare North China further military trouble. He added that the branch of the Military Council in Peiping had been authorised to deal with the matter and that Huang Fu is returning to the North within a few days.

Huang Shaoh Shung when he returned here from North China, via Kuling, also professed anxiety over the Fang Chen Wu movement as well as the prevalence of banditry in the Luanqing region.—Reuter.

Japanese Air Raid.

Peiping, Sept. 25. A Military Council communiqué issued this evening states that at 3.20 p.m. today a Japanese plane flew over Shunyi, north of Peiping, circled several times, and then dropped one bomb, one Li east of the city, and flew off in a north-easterly direction.—Reuter.

Chinese Comment.

Peiping, Sept. 25. All responsible Chinese papers here this morning editorialise bitterly against Japan concerning the Fang Chen Wu movement. They complain that if the

Japanese had not stopped the Chinese advance at Kuyuan recently, the Government troops would have cleaned up Fang Chen Wu. The Japanese, however, caused the Chinese troops to fall back, leaving Fang Chen Wu free to march into Hualu.

One paper declares that it is contended that the Japanese ultimatum shows a determination to suppress Fang but this could not have been better done than by allowing Chinese troops into their own territory to clean him up, the Chinese troops then withdrawing, which would be in conformity with the spirit of the Tangku Truce "for after all the demilitarised zone belongs to China."

The papers ask why the Japanese allowed Fang to enter the Zone pointing out that the sudden Japanese determination to oust them would come better if it had come early enough to prevent Fang from entering the forbidden territory.—Reuter.

Fang-Japanese Alliance?

Peiping, Sept. 25. The Chinese press declares that Fang's delegate is visiting Tientsin and is conferring with Shih Yu San, who is living in the Japanese concession there. Chinese circles are gravely concerned over reports that Japanese troops yesterday disarmed 120 Special Police at Miyun in the Demilitarised Zone, explaining that the step was necessitated by the unsettled situation and stating that their rifles would be returned when "normalcy" returns, though it was generally understood that the Special Police were there for the purpose of maintaining those normal conditions.

In the meantime, the Japanese ultimatum to Fang stands, and North China is watching anxiously to see what steps the Japanese will take on September 28. According to Chinese reports, although the Japanese firmly deny any connection between Fang Chen Wu's movement and themselves or the Manchoukuo, the Japanese military appear to be at least on speaking terms with Fang, as it is stated that yesterday a Japanese officer from Miyun visited Hualu, which is a few miles to the West of Miyun, and had a long conference with Fang Chen Wu and, though the Japanese troops at Miyun have been reinforced, this has not prevented the forces of Chih Hung Chang, the former Fang Yu Hsiang subordinate, from taking over two districts to the West of Miyun and adjacent to that place.—Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, Sept. 25.

Following are the Silver quotations on the London market today:

Spot 157/16 181
Forward 159/18 183/18
The London on New York cross rate today closed at 2-10 1/2.

Sept. 25 Sept. 24
157/16 181
159/18 183/18
The London on New York cross rate today closed at 2-10 1/2.

Squabble Over Pao Yu Lin

Nanking, Sept. 25. Mr. Wang Ching Wei, president of the Executive Yuan, had a conference today with Mr. Huang Fu, chairman of the Peiping Political Affairs Readjustment Committee, with regard to the situation in north China, particularly concerning the removal of Lieutenant General Pao Yu Lin as police chief of Peiping.

Owing to strong opposition of the Peiping populace and the north-eastern generals, the removal cannot be effected at once, but it is understood that Messrs. Wang and Huang will devise a means to this end.

The removal of Police Chief Pao is in accordance with the decision of the third Kuling conference, which decided that all the police chiefs in Tientsin, Tsinan, and Tainiao must be removed and replaced by members of the Blue Shirt party.

Such change is necessary because the situation in North China while nominally under General Ho Ying Ching, minister of war, is really in the hands of the north-eastern and north-western generals. Hence the police chiefs connected with these generals must be dismissed.—Central Press.

U.S. COTTON LOAN TO CHINA

Japanese Advised Not To Buy

Tokyo, Sept. 22. Official Japan is behind a major difficulty experienced by the Chinese Nationalist government in disposing of the American cotton purchased with the recent \$50,000,000 loan from the Reconstruction Finance Corporation. It was learned today at the foreign office.

The Japanese cotton mills located at Shanghai, to which representatives of Finance Minister T. V. Soong offered a portion of the cotton, declined to purchase at least for the present upon the advice of Akira Ariyoshi, Japan's minister to China, it was learned.

Ariyoshi told the spinners that the purchase probably was against Japan's national interests and likely to arouse the resentment of the Japanese public, because of the likelihood the funds the Nanking government realized would be used for anti-Japanese agitation or the purchase of arms which might be used against Japan or for civil war.

A foreign office spokesman stated that Ariyoshi lacked specific instructions from Tokyo but that the foreign office had no reason to revise the stand he has taken. Authorities here expressed the opinion that the Japanese refusal to purchase will make marketing the cotton at Shanghai most difficult and seriously reduce the net proceeds Nanking will realize from the loan.

The Japanese mills at Shanghai are responsible for about 75 per cent. of the cotton consumed in China. When they rejected offers made by Nanking officials they were holding out for a lower price because they considered they controlled the market.

Shanghai dispatches reported the Chinese are faced with losing heavily on the loan. Additional difficulties are the demands from many interests for a portion of the proceeds of the cotton sale and also of the wheat bought with a portion of the loan, and the protests of established importers of American cotton against any sale below the market price.

JAPANESE DUMPING

Shanghai, Sept. 22. Chinese spinners were up in arms today against what they say is the dumping of Japanese cotton goods into China at ridiculously low prices.

They say the dumping campaign is aimed at Chinese companies on which the government is relying to absorb the cotton purchases under the American cotton loan.

The United States Reconstruction Finance Corporation recently loaned China \$50,000,000 to finance the purchase of cotton and wheat. The Chinese government intends to sell these commodities and obtain funds therefrom for national rehabilitation, paying the long-term loans back later when they fall due.

Recently it was reported that the government proposed to sell the cotton to Chinese firms at 20 per cent. below the market available to others, including Japanese. The alleged dumping, some said, was in retaliation.

PARTIAL END OF C.N.C. STRIKE

But Woosung Affair Still Unsettled

(From Our Special Correspondent)

Canton, Sept. 25. Owners of cargo stored in the godowns of the China Navigation Company, Ltd., are taking delivery of their property, as the warehouses were thrown open from 10 a.m. to-day for a period of three weeks. Meanwhile the Woosung affair remains unsettled. No Talkoo steamers come to Canton, as their cargo cannot be discharged here owing to the boycott by the Kwangtung Seamen's Union.

U.S. ANTI-DUMPING ORDER

Hits Two Japanese Products

Washington, Sept. 19. Another blow was given cheap Japanese imports to-day when the Treasury department announced anti-dumping orders against incandescent lamps and rubber soled fabric-top shoes from Japan.

The orders said it had been found that import of these articles was likely to injure domestic industry and "likely to be sold in the United States at less than their fair value."

For more than a year domestic manufacturers of these products have been urging that the government take action and a series of hearings was held last year, but action was delayed.

Similar protests have been made in Great Britain and various dominions and in a number of European countries, including Holland and Germany, against a flood of cheap imports since Japan left the gold standard in December 1931, and anti-dumping barriers erected in many instances.

(Continued on next column.)

INTERNATIONAL ZINC CARTEL

To Be Dissolved In November

Amsterdam, Sept. 25.

A DUTCH Press report says the International Zinc Cartel has decided to dissolve on Oct. 31. The proposal emanated from the Belgian group.

The cartel meets at Brussels on Sept. 30.

At a hearing last October before Commissioner of Customs F. X. A. Elbe, representatives of American manufacturers testified that Japanese importations of electric light bulbs had risen to about 20 per cent. of the total American consumption, and that in September of last year 18,000,000 lamps were brought in to the country.

D. S. Yungblom of the Westinghouse electric company with factories making lamps in New Jersey, testified that 71,000,000 bulbs were imported in the first nine months of 1932 and that as a result 2,000 persons were thrown out of employment.

Similar complaints were made earlier against the importation of cheap Japanese rubber-soled canvas shoes and demands made for an increase of import duties. More allegations that Japan was flooding the American market with cheap goods following the decline of the yen were made at another hearing held by the customs bureau, protests being made by producers of matches and canned fish.

President Hoover asked the federal tariff commission to investigate the whole tariff schedule to determine whether many commodities were adequately protected "in the face of depreciated foreign currencies."

Relief without awaiting action by Congress is available chiefly through anti-dumping orders and by the flexible clause of the tariff act of 1930, but lengthy hearings are necessary in any event. Some countries, notably France, have provision for immediate executive action to raise duties to offset currency depreciation.

NO NECESSITY FOR INFLATION!

President Roosevelt Takes Firm Stand

BATTLE AGAINST DEPRESSION TO BE INTENSIFIED

Washington, Sept. 25. It is learned Mr. Roosevelt sees no necessity for inflation as long as the Government is able to borrow at moderate interest, sums needed for recovery.

Meanwhile conservative advisers are urging a redefinition of the monetary policy and control of the dollar exchange.

Although the latest figures since the inception of the N.I.R.A. in March, show no improvement in most cases, re-employment is over two million.

The battle against depression is likely to be intensified as Gen. Johnson plans inaugurating a "Buy Now" campaign on Oct. 1 for stimulating circulation of money.

The Government's new Plan coordinates the four Federal agencies with a view to releasing tied up deposits, placing banks on a sound footing, reconstruction of finance and co-operation that would rehabilitate banking capital by the purchase of preferred stock. The Farm Credit Board and the Home Loan Administration would replace mortgage assets with readily saleable bonds (virtually guaranteeing mortgages) while funds of new depositors will be guaranteed by a guaranty corporation.

No New Move On Inflation.

Washington, Sept. 25. The White House Conference attended by the United States Secretary of Treasury, Mr. William H. Woodin and the Governor of the Federal Reserve Bank Board, Mr. Black and other experts, opened yesterday at 9 p.m.

The President's secretary stated that the purpose of the Conference was to review the financial situation, particularly with a view to ensuring that credit is available to agriculture and industry.

No new move on inflation, however, was contemplated immediately. This statement is generally accepted as eliminating the probability of any direct inflation of currency, at least, for the present and indicating that the Government will do their utmost to put into circulation the huge "frozen" deposits of closed and restricted banks.

It is understood that the Conference is centered on the problem of releasing such deposits. Mr. Henry C. Wallace, Secretary of Agriculture, in a speech yesterday declared that unless Americans adopt a world trading policy as betting creditors, they must take out of production the 46,000,000 surplus acres planted in wheat.

He emphasized that control of production was essential.—Reuter.

COUGH LINCTUS

HIGHLY RECOMMENDED FOR COUGHS, COLDS, ASTHMA, BRONCHITIS AND ALSO VERY EFFECTIVE FOR THE PROTECTION OF THE CHEST AND THROAT, ETC.

Prepared Specially by

QUEEN'S DISPENSARY
CHEMISTS & DRUGGISTS
HONG KONG

LAWRENCE WINS THE 100 YARDS

Colony's Champion Registers 59.4 Seconds

MUI CHEE CHEONG WINS HALF MILE IN SLOW TIME

(BY "WATERMAN")

Yesterday, the Colony's Championship swimming meeting commenced at the V.R.C. and excellent sport was seen.

W. Lawrence justified expectations by winning the 100 yards free style in 59.4 seconds, after being fourth at the 50 yards mark. He put in a tremendous spurt in the last fifty yards to wrest the race by a touch from L. Roza Pereira.

Pereira, however, had his own back in the 100 Yards Back Stroke which he won by two-fifths of a second from Lawrence, the two swimming neck-and-neck all the way.

The Woo Challenge Cup, for Chinese swimmers, over half a mile produced four starters, who, however, covered the distance in very slow time. Mui Chee Cheong of the China Athletics won the event.

L. ROZA PEREIRA WINS BACK STROKE

The opening event was a back-stroke race over fifty yards for "D" class swimmers, which drew only two starters. L. P. da Silva conceded one second to Leo Silva and won by a matter of three yards. The winner, who was a better swimmer, and the handicapper could, with safety, have been more generous to the only other starter.

THE 100 YARDS. There were five starters for the 100 yards free style, these being L. Roza Pereira, H. L. Ozoilo, W. M. Lawrence, Lau Po Hay and E. B. da Roza. The Chinese swimmer was out of it before the first twenty-five yards were over.

Meanwhile E. B. da Roza swam at a great pace and covered the first fifty yards in 27.3 seconds, leading by a yard and a half from Pereira with Lawrence and Ozoilo another yard behind. Lawrence put in a terrific spurt in the third length and joined Roza at the turn, while Pereira too had made up on Roza and turned together with Lawrence. Ozoilo was by now out of the race. In the last lap Lawrence and Pereira proved

the last lap to allow Roza Pereira to win.

Backstroke Winner



L. ROZA PEREIRA, the Colony's Best All-round Swimmer who won the 100 Yards Back Stroke.

Winner of the 100 Yards.



W. M. LAWRENCE who won the 100 yards free style last night in 59.4 seconds.

too good for Roza, and in thrilling race home, Lawrence got there by a touch ahead of Pereira, to win the Championship of the Colony for the first time.

THE LADIES' RACE.

The Ladies' race drew only two starters and Mrs. M. McMahon conceding two seconds to Miss Doris Hunt in the fifty yards and this proved to be too much for her. Miss Hunt, winning by a fraction of a second at the finish. Mrs. McMahon, however, swam well and should win the 100 Yards Championship on Thursday.

BOYS' HUNDRED YARDS.

The 100 Yards Free Style for boys, proved to be almost a walk-over for C. Amery who swam the first length like a full-fledged competitor. He tired towards the end, but had established a sufficient lead to win comfortably from G. Souza. The winner's time was 70.3 seconds.

100 YARDS BACK STROKE.

L. Roza Pereira and W. Lawrence proved too good for the others in the backstroke event, which drew G. J. Smith and two Chinese competitors. The Chinese swam with both arms over their heads at the same time, and this antiquated stroke never looked like threatening the favourites, who led all the way. Lawrence lost ground in

H.K. CRICKET LEAGUE

Mr. H. R. B. Hancock Again Elected Pres.

The annual general meeting of the Hong Kong Cricket League was held in the Sanitary Board Room last evening when the President, Mr. H. R. B. Hancock, reviewed a very successful season.

During the course of the meeting, Mr. Hancock proposed that a donation of \$50 be made to each of the following schools:—

Queen's College, Diocesan Boys' School, Central British School, Ellis Kadoorie School for Indians, and St. Joseph's College.

This was seconded by Mr. E. C. Fincher and met with the unanimous approval of the meeting.

Mr. Hancock stated that the Secretary had received a letter from the Indian Recreation Club stating that there was no more room for inscriptions on the second division shield, and, as they had won the shield more times than any other club they would be glad to know if they could keep the shield.

The matter was brought before the meeting for discussion and it was unanimously agreed that provided another shield was forthcoming, the Indian Recreation Club could keep the old one which was presented by the Kowloon Cricket Club in 1920-21.

ENTRIES FOR 1933-4.

Only one new team entered the League (second division) for the current season, and that is the Royal Army Medical Corps.

The complete list of entries follow in the order in which they finished last season:—

First Division:—University, Indian R.C., Hong Kong C.C., Kowloon C.C., Army, Craigengower C.C., Royal Navy, Civil Service.

Second Division:—Craigengower C.C., Kowloon C.C., Hong Kong C.C., Indian R.C., Police R.C., Royal Navy, Club de Recreio, R.E. and S. University, Civil Service, R.A.S.C., R.A.M.C.

ELECTION OF OFFICERS.

The election of officers resulted as follows:—

President:—Mr. H. R. B. Hancock.

Vice-President:—Mr. A. W. Hayward.

Hon. Secretary and Treasurer:—Mr. A. H. Madar.

H.K. POLICE RESERVE

(Orders by the Hon. Mr. E. D. C. Wolfe, C.M.G., I.G.P.)

Chinese Company.

Training Course—Part II.—All recruits will attend at the Chinese Company Headquarters on Tuesday, September 26th, at 5.30 p.m. for instruction.

Indian Company.

Strength.—Constable R299 Abdul Shakoor has been taken on the strength of the Indian Company as from September 23rd, 1933. Constable R287 Gulab Ram has been permitted to resign from the Indian Company, as from September 11th, 1933.

Commendation.—The Hon. I.G.P. is pleased to commend Constable R291 Tara Khan for the apprehension of Douglas Gifford, who on the 21st August, 1933, was sentenced by His Honour the Chief Justice on 18 months' hard labour for Larceny by Trick.

Inspection Parade.—All ranks of the Indian Company will parade at Central Police Station on Wednesday, September 27, under Sub-Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Fall in at 5.30 p.m. sharp. Dress—White uniform, cap with white cover, belt, truncheon, whistle, armband with badge, "Pocket Policeman" and note-book to be carried. Recruits will attend.

Training Course—Part II.—All recruits of the Indian Company residing at Hong Kong will attend Chinese Company Headquarters on Thursday, September 28th, at 5.30 p.m. for instruction.

There will be no instructional class for members of the Indian Company residing in Kowloon on Wednesday, September 27th.

Emergency Unit Reserve.

Riot Drill.—A riot drill will take place on Friday, September 29th. Members will fall in at No. 2 Police Station at 5.30 p.m. sharp. Dress—optional.

(Sgd.) D. I. KING, D.S.P. (R.)
Hong Kong, September 25, 1933.

AN AMERICAN'S VIEW

China Living, Dynamic, and Vibrant: Scepticism Wholly Unwarranted

An interesting speech on "Impressions of China" was delivered before the students of the Downtown School of Commerce University of Shanghai by Mr. Ernst B. Filsinger, President of Filsinger, Rhines, and Campbell, of New York, international trade consulting firm. Mr. Filsinger, who is visiting China in the interests of his firm, is the author of a number of books on exports. He served two terms as President of the Export Managers Club of New York and frequently was called upon to lecture at Harvard University in its graduate school of business administration. Extracts from Mr. Filsinger's speech follow:—

To me, the impact of the impressions that I have received in China is terrific. A few weeks after my arrival, I wrote to my friends in America that I felt China to be a living, dynamic, vibrant country. From no point of view can it be regarded as static. Great events are in the making. What is happening in China to-day, and what will take place here during the next few generations, during your lifetimes, will profoundly affect the whole world. Remember, therefore, that it is a great privilege to be young and to participate in all that is now transpiring. Your own lives will be influenced by the decisions of your leaders. Some of you will yourselves have to undertake leadership.

White-Collar Jobs

I think that your opportunities are far greater than those of similar bodies of students in most other countries. For one thing, there is to-day a greater recognition on the part of Chinese industrialists of the need for trained assistants. They have got away from the idea that the old ways of doing things were the best. The recognition of the dearth of really trained minds, of mechanical knowledge, of experts, I have been delighted to see that among the young men of China there is a growing realization that the so-called white-collar jobs are not necessarily the best. From my experience in America, I cannot too strongly urge you to take off your coats, roll up your sleeves, and, in the most practical fashion, become technically proficient. Expert knowledge in every branch of industry is a crying need in China. You must develop yourselves as technicians if you are to obtain the fullest benefits of the opportunities that lie about you on every hand. These opportunities will become even greater during the next two or three generations.

No-one with trained eyes for observation can fail to be impressed with the tremendous problems

that face China to-day. Your two great needs, as I see them, are reconstruction and unification. These will be enormously aided by the building of roads. When I think of the epoch-making changes in the economic life of the United States, wrought by automotive transportation during the past quarter of a century, I can envisage the much more profound effects of a sound road-building programme on your own country. It is inconceivable that a country such as yours, largely agricultural, should still be such a huge importer of wheat and rice. It is inevitable that you must become self-sufficient agriculturally. To achieve this aim, new methods must be adopted; new industries must be created; new and modern scientific knowledge must be utilized. In this connection, I foresee, in the distant future, a highly industrialized China becoming a vast exporter of manufactured articles. You, each and every one, can contribute to the realization of this programme. To do so, you must learn the fundamentals of organization and management, the technique of industry. You must study methods of mass production. You must lead yourselves for industrial leadership in the next ten, twenty, and thirty years that lie ahead of you.

I have no need or desire to disguise my liking for China. Your people and our own have much in common. Neither have I the slightest lack of confidence in the future of your country. I speak of this with some feeling, because in various quarters I have heard reports of a certain pessimism on the part of your young men and women, and particularly returned students. They betray a scepticism which I think wholly unwarranted. The vital need to-day of you young men and women, sons and daughters of China, is courage, confidence, and optimism. My message to you is a very simple one. It is this:—Do not expect too much nor too quickly. Do not become easily discouraged. Believe in yourselves and in the destiny of your pursuits. Devote yourselves wholeheartedly to the problems that need to be solved. Never forget that China is destined to be one of the greatest nations in the world. Above all, let your slogan, to-day, and everlastingly, be "Faith in China."

It is estimated that the repair work of the dykes along the sea coast in the Paoshan District which collapsed several days ago as a result of the typhoon will require no less than \$500,000, according to information received here from the Kiangsu Provincial Government. It is said that no less than 27,800 feet of dyke have collapsed, inundating the whole district and drowning 60 persons. The people of Paoshan have sent a joint telegram to the Central Government, demanding that funds be raised immediately for the repair work.

Nagoya plans the construction of a ship canal 62 miles long, linking Nagoya with Tsuruga, on the Japan Sea. The idea is to have direct connection with North Korea and Manchuria. The canal would be 115 kilometers long, but would use Lake Biwa for 25 kilometers. The difficulty, of course, is that

THE HOCKEY ASSOCIATION

Yesterday's Fixture Meeting

The fixture meeting of the Hong Kong Hockey Association took place at the Y.M.C.A. West Lounge, yesterday evening. Representatives of all the clubs were present and the dates were arranged without much trouble.

When the fixture list is finally drawn up it will be published from week to week.

Those present at the meeting were:—

F. A. Kemp (Secretary of the Association), W. Woodward (Hong Kong Hockey Club), Capt. Morgan (Army Hockey Secretary), J. P. Fowler (Y.M.C.A.), Capt. Smithers (S.W.B.), A. E. P. Guest (St. Andrews), Lt. H. E. Syer (Army), E. Ammann (German Club), L. Col. C. Mullens (R.E.), John Didd (K.I.T.C.), J. J. King (C.B.A.), P. G. Tang (University), A. M. Xavier (Recreio), F. G. Barros (Incogs), and S. Singh (Radio). Two notable absentees were A. A. Dand (Chairman) and R. H. Wong.

HOME FOOTBALL

Aberdeen And Motherwell In Drawn Game

London, Sept. 25.

In the Scottish league, Aberdeen and Motherwell played a drawn game before a fairly large crowd. Both sides were playing excellent football and neither could get more than one goal each.—Renter.

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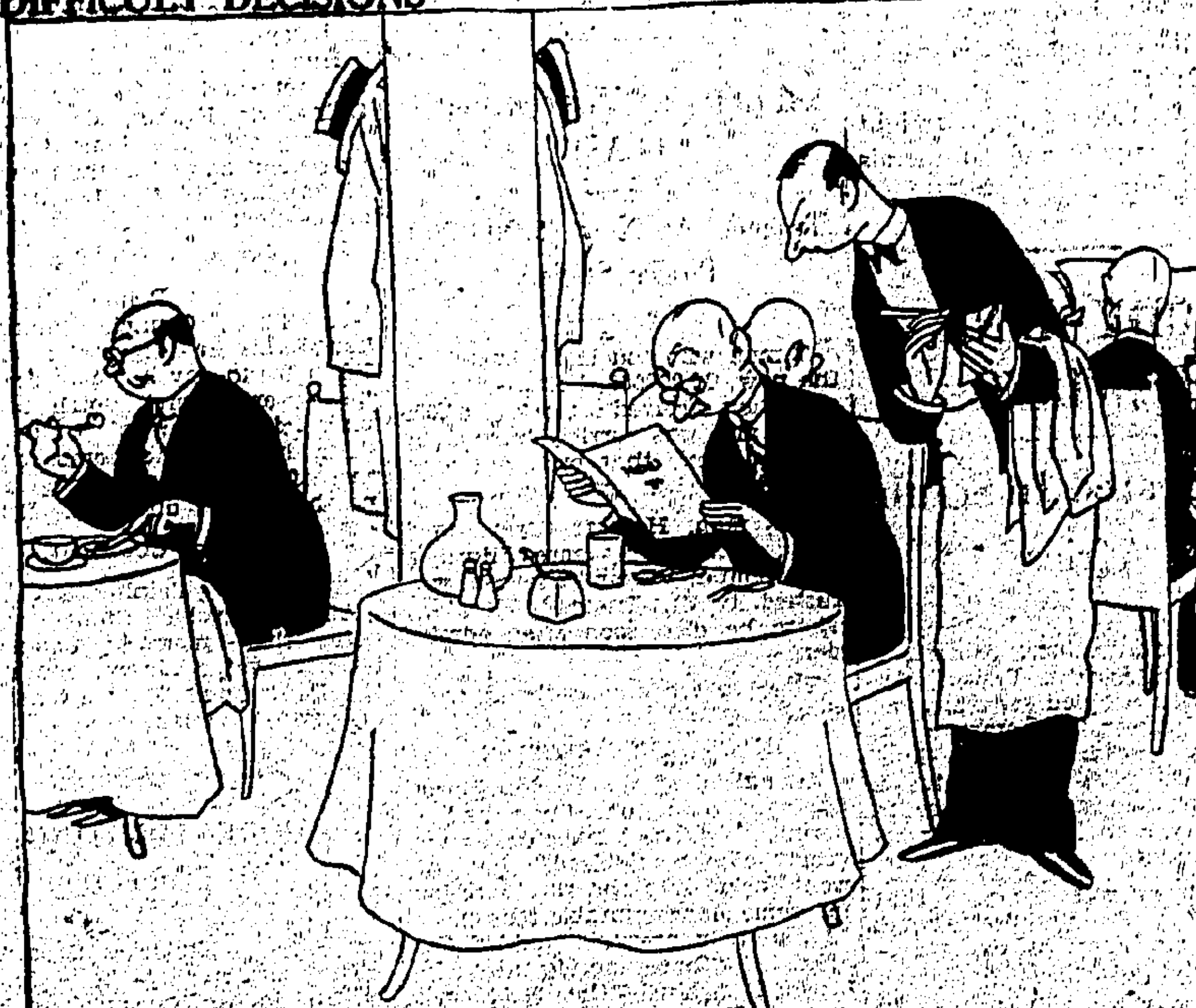
ANZORA
Masters the Hair!

construction of the canal, longer than either the Suez or Panama canals, would cost an immense sum but the city fathers are hopeful that if the Government decides on large-scale public works to aid the unemployed it will consider this project seriously.

Canton, September 22.—The administrative conference intended to reform city and county governments, is scheduled to take place on October 20. The preparatory office, being located in the provincial government compound. Work of this office has begun since September 21. This office is divided into general affairs, section, planning section, and document section. Sectional heads have been appointed by the provincial government, and the other staff is selected from those in the four provincial departments.—Central Press.

DIFFICULT DECISIONS

By GLUYAS WILLIAMS



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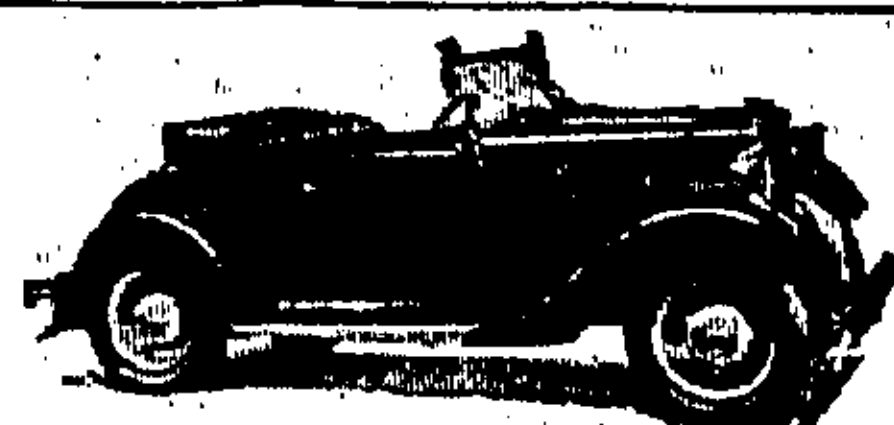
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WANT ADS

THE KOWLOON COAL DUMP

Now Wanchai "Carries The Baby"

(By Our Special Correspondent)

I was having lunch with a party of friends the other day amongst whom were two Kowloon residents. Conversation was rather general to begin with, but as time wore on, it gradually drifted to the Kowloon Residents' Association and its activities.

One of us, a Hong Kong resident, expressed the opinion that the K.R.A. was a very live organization, and unlike most other associations, it was not afraid to voice its opinion in any subject affecting Kowloon and its residents in general.

To return to the subject of the coal dump, however. Now that the Kowloonites have gained their point, some other people will have to put up with a coal dump nuisance. From all indications, this coal dump will be carted bodily to the reclamation in Wanchai (next to Jardine's look out) for their must be several thousand tons of coal there already.

It is hard to imagine a better choice for a coal dump. Residents who have been in Hong Kong long enough must know that the Wanchai community are a peace-loving lot who can and will put up with almost anything. There will be no danger of them petitioning the Government to remove the coal dump, for what difference will a little coal make to the beauty of that delectable section of the Colony?

In years to come, some young fellow may be able to tell his children that he was one of the people who had "this nice piece of ground" (while walking along the suggested promenade) converted from just a common coal dump "to what it is to-day," and well, the Wanchai folks will perhaps still go on without a grumble!

A NEW STYLE ROBBERY

Borrowed Car And Stolen Bangles

A rather novel (and we fear successful) way of committing a robbery was exploited by two "enterprising" Chinese last evening when they "borrowed" an Austin Seven belonging to Mr. Bodmore, of the War Memorial Hospital and went to a gold smith's shop in Queen's Road Central and stole two gold bangles valued at \$100.

It appears that Mr. Bodmore left his car (No. 105) in Statue Square at about 5 p.m. and between then and 8 p.m. these two people "borrowed" it for when Mr. Bodmore went back to the car stand, he found the Austin missing. He accordingly made a report to the Police.

In the meantime, another report had been received by Police Headquarters. This came from a gold smith's shop in 295, Queen's Road Central and was to the effect that two Chinese went to their store in a Baby Austin and while one entered the premises to make certain inquiries about gold bangles, the other remained in the car.

Not suspecting that anything was amiss the folk who was attending to the prospective customer turned his head away for a moment—just one moment but that was enough, for the prospective customer revealed that he was not a customer at all and made a dash to the waiting car which made off almost before the alarm could be raised.

the peninsula was a coal yard instead of one of its most desirable residential quarters.

It has been suggested many a time that the land occupied by the Railway could be converted into an excellent promenade, complete with band stand, a small swimming pool, and tea stands, and if the Government were to decide to take such a step, it would no doubt enhance the attraction and beauty of Kowloon very considerably.

To return to the subject of the coal dump, however. Now that the Kowloonites have gained their point, some other people will have to put up with a coal dump nuisance. From all indications, this coal dump will be carted bodily to the reclamation in Wanchai (next to Jardine's look out) for their must be several thousand tons of coal there already.

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U.S. BASEBALL

Giants Forced To A Draw

New York, Sept. 25. New York Giants, National Baseball League champions, were forced to share the spoils with Boston Braves in their double-header yesterday and Washington Senators, American League, champions, were decisively beaten by Philadelphia Athletics.

Results as cable by Reuter were:

National League.

Boston . . . 5 13 0
New York . . . 6 14 3
Manusco hit a homer. Game went to 10 innings.

Boston . . . 5 10 0
New York . . . 2 6 2
Cincinnati . . . 1 5 1

Bottomley hit a homer.
Chicago . . . 7 13 1

The Police were at once communicated with and they took up the chase with incredible promptitude for about half-an-hour later, they found the car abandoned in Queen's Road West, none the worse for what it had gone through.

CHEATING HIS EMPLOYERS

'Bus Conductor Fined At Kowloon

A conductor employed by the Kowloon Motor Bus Company, was charged before Mr. Wynne-Jones yesterday with attempting to defraud the company on September 4.

Detective Sergeant Lamont said defendant gave two tickets, Nos. 3310 and 3321, to Corporal Whitmore and his wife when they boarded the bus at the junction of Nathan Road and Waterloo Road at 7 p.m. on Saturday. The two tickets should have had consecutive numbers.

After handing the two tickets to Corporal Whitmore, accused wanted to take them back because, he said, one ticket was for Mrs. Whitmore. Corporal Whitmore refused to separate the tickets.

Later, an inspector boarded the bus, and accused once again tried to get Corporal Whitmore to give one ticket to his wife. Corporal Whitmore again refused.

On examining the tickets, the inspector asked Corporal Whitmore where he and his wife boarded the bus, and the latter told him. The inspector reported the matter to the Company and later to the Police.

Making a statement in his defence the accused said that the ticket No. 3310 had been torn off the book by mistake. Six passengers had got on the bus at Sham-shui-po but he had inadvertently punched seven tickets. He had intended to sell this one to the next passenger, but had forgotten about it until Corporal Whitmore came up.

Mr. Wynne-Jones: I am sorry, I don't believe you.

A fine of \$50 with the alternative of six weeks in prison was imposed.

Herman hit a homer.			
Cincinnati . . .	1	8	4
Chicago . . .	0	6	1
Frey pitched.			
Philadelphia . . .	7	14	4
Brooklyn . . .	12	15	0

Frederick hit a homer.			
Philadelphia . . .	2	4	0
Brooklyn . . .	5	9	2
Pittsburgh . . .	4	8	0
St. Louis . . .	5	14	2
Pittsburgh . . .	5	12	2
St. Louis . . .	4	9	1

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AMOI & SHANGHAI	"YINGCHOW"	On 30th Sept. 5 p.m.
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SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 1st Oct. 2 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 1st Oct. 4 p.m.
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SHANGHAI, WHEIKAIWAI, CHEFOO & TIENTSIN	"TAIYUAN"	On 4th Oct. 5 p.m.
HONGKOW & HAIPHONG	"LIANGCHOW"	On 4th Oct. 5 p.m.
DAIKEN & NANCHANG	"KIUNGCHOW"	On 5th Oct. Noon
SWATOW, SHANGHAI & TIENTSIN	"THAN"	On 5th Oct. 5 p.m.
SWATOW, FOOCHOW, WHEIKAIWAI, CHEFOO & TIENTSIN	"SUNNING"	On 5th Oct. 2 p.m.
AMOI & SHANGHAI	"HOIHOW"	On 8th Oct. 3 p.m.
SWATOW & BANGKOK	"KALGAN"	On 8th Oct. 4 p.m.
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Tai Yuan, B. & S., Oct. 4.	
Tjinegara, J.C.J.L., Oct. 4.	
Tilawa, B.I. (Apar), Oct. 5.	
Hai Ning, Douglas, October 5.	
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Hunan, B. & S., Sept. 30.	
Hang Sang, Jardine's, Oct. 3.	
Liangchow, B. & S., Oct. 4.	
Daly.	
Luan, B. & S., Sept. 30.	
Tean, B. & S., Oct. 6.	
Foochow.	
Hai Yang, Douglas, Sept. 26.	
Hai Ching, Douglas, Sept. 29.	
Hunan, B. & S., Sept. 30.	
Hai Ning, Douglas, October 3.	
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Protestant, B. & S., Oct. 5.	
Ixion, B. & S., Oct. 26.	
Japan and Shanghai.	
City of Corinth, Bank Line, Sept. 27.	
Danmark, Manners, Sept. 29.	
Hakone Maru, N.Y.K., Sept. 29.	
Memo, B. & S., Sept. 29.	
Pres. Cleveland, Dollar, Sept. 29.	
Sauerland, Jensen's, Sept. 29.	
Ruridan, P. & O., Oct. 3.	
Chichibu Maru, N.Y.K., Oct. 4.	
Rawalpindi, P. & O., Oct. 4.	
Tilawa, B.I. (Apar), Oct. 5.	
Emp. of Japan, C.P.S., Oct. 6.	
Nelore, E. & A. S.S. Co., Oct. 7.	
Achilles, B. & S., Oct. 8.	
Pres. Cleveland, Dollar, Oct. 10.	
Hilda, Dodwell's, Oct. 12.	
Pres. Jackson, A.M.L., Oct. 13.	
Vogland, Jensen's, Oct. 14.	
Eumaeus, B. & S., Oct. 17.	
Tatuta Maru, N.Y.K., Oct. 18.	
Comorin, P. & O., Oct. 18.	
Kut Sang, Jardine's, Oct. 19.	
Empress of Asia, C.P.S., Oct. 20.	
Tangsha, Thoresen's, Oct. 24.	
Somali, P. & O., Oct. 31.	
Newchwang.	
Luan, B. & S., Sept. 30.	
Tean, B. & S., Oct. 6.	

Memor, B. & S., Sept. 29.

Achilles, B. & S., Oct. 8.

Tainan, B. & S., Sept. 27.

Sandviken, Jardine's, Sept. 27.

Chekiang, B. & S., Sept. 28.

Conte Rosso, Dodwell's, Sept. 30.

Daviken, Jardine's, Oct. 1.

Shantung, B. & S., Oct. 1.

Chak Sang, Jardine's, Oct. 4.

Liangchow, B. & S., Oct. 4.

Tai Yuan, B. & S., Oct. 4.

Tjinegara, J.C.J.L., Oct. 4.

Sunning, B. & S., Oct. 8.

D'Artagnan, Messageries, Oct. 10.

Antenor, B. & S., Oct. 15.

Maron, B. & S., Oct. 16.

Machon, B. & S., Oct. 23.

Athos, Messageries, Oct. 24.

Alex, B. & S., Oct. 27.

Swatow.

Hai Yang, Douglas, Sept. 26.

Snochow, B. & S., Sept. 26.

Sandviken, Jardine's, Sept. 27.

Seistan, Douglas, Sept. 27.

Hai Ching, Douglas, Sept. 29.

Mulman, Manners, Sept. 29.

Hunan, B. & S., Sept. 30.

Daviken, Jardine's, Oct. 1.

Helios, Thoresen's, Oct. 1.

Kiangsu, B. & S., Oct. 1.

Shantung, B. & S., Oct. 1.

Hai Ning, Douglas, October 3.

Hang Sang, Jardine's, Oct. 3.

Sinkiang, B. & S., Oct. 3.

Chak Sang, Jardine's, Oct. 4.

Sunning, B. & S., Oct. 8.

Tientsin.

Hunan, B. & S., Sept. 30.

Hang Sang, Jardine's, Oct. 3.

Liangchow, B. & S., Oct. 4.

Tsingtau.

Soochow, B. & S., Sept. 26.

Sandviken, Jardine's, Sept. 27.

Shantung, B. & S., Oct. 1.

Sinkiang, B. & S., Oct. 3.

Chak Sang, Jardine's, Oct. 4.

Sunning, B. & S., Oct. 8.

Wei Hai Wei.

Hunan, B. & S., Sept. 30.

Liangchow, B. & S., Oct. 4.

Eastward.

FROM HONG KONG TO N. AND SOUTH AMERICA

Baltimore.

Taiyank, Bank Line, Oct. 3.

Boston and New York.

Silverview, Furness, Sept. 30.

Taiyank, Bank Line, Oct. 3.

Toba Maru, N.Y.K., Oct. 5.

Cingalese Prince, Furness, Oct. 14.

Tai Yang, Dodwell's, Oct. 18.

Halifax.

Silverview, Furness, Sept. 30.

Cingalese Prince, Furness, Oct. 14.

Honolulu.

Pres. Lincoln, Dollar, September 26.

Chichibu Maru, N.Y.K., Oct. 4.

Emp. of Japan, C.P.S., Oct. 6.

Erie, Coolidge, Dollar, Oct. 10.

Tatuta Maru, N.Y.K., Oct. 18.

Los Angeles.

Roseville, Bank Line, Oct. 2.

Chichibu Maru, N.Y.K., Oct. 4.

Tai Yang, Dodwell's, Oct. 18.

Tatuta Maru, N.Y.K., Oct. 18.

Toba Maru, N.Y.K., Oct. 5.

Tai Yang, Dodwell's, Oct. 18.

Tatuta Maru, N.Y.K., Oct. 18.

Toba Maru, N.Y.K., Oct. 5.

Tai Yang, Dodwell's, Oct. 18.

Tatuta Maru, N.Y.K., Oct. 18.

Toba Maru, N.Y.K., Oct. 5.

Tai Yang, Dodwell's, Oct. 18.

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Tai Yang, Dodwell's, Oct. 18.

Tatuta Maru, N.Y.K., Oct. 18.

Toba Maru, N.Y.K., Oct. 5.

Tai Yang, Dodwell's, Oct. 18.

Tatuta Maru, N.Y.K., Oct. 18.

THE CANADIAN PACIFIC

IN CONJUNCTION WITH THE

P. AND O.

NOW OFFER EXCEPTIONAL

LOW FARES

TO EUROPE AND RETURN

— 1st CLASS —

Going Home via Canada

Returning via Suez or vice versa

From £173-6-6 to £193-14-4.

(Bookings now open for 1934)

GIANT WHITE EMPRESSES

Offer the Utmost in
SPEED—SIZE—SPACE—LUXURY

AND

SERVICE

EMPRESS OF JAPAN

SAILS SEPTEMBER 29th

for

MANILA

CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

CHICHIBU MARU ... Wednesday, 4th Oct. at 10 a.m.
TATSUTA MARU ... Wednesday, 18th Oct. at 10 a.m.
ASAMA MARU ... Wednesday, 1st Nov. at 10 a.m.

SEATTLE & VANCOUVER.

HEIAN MARU ... (Starts from Kobe) Monday, 2nd Oct.

HAWA MARU ... (Starts from Kobe) Saturday, 21st Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo and Suez.

KATOBARI MARU ... Saturday, 30th Sept.

KASHIMA MARU ... Saturday, 14th Oct.

YASUKUNI MARU ... Friday, 27th Oct.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 31st Oct.

KITANO MARU ... Saturday, 25th Nov.

BOMBAY via Singapore, Penang and Colombo.

BENGAL MARU ... Friday, 29th Sept.

TANGO MARU ... Wednesday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Wednesday, 8th Nov.

NEW YORK via Panama, Monday, 9th Oct.

TOBA MARU ... Monday, 9th Oct.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

LIMA MARU ... Monday, 18th Oct.

CALCUTTA via Singapore, Penang and Rangoon.

TOTOBI MARU ... Friday, 29th Sept.

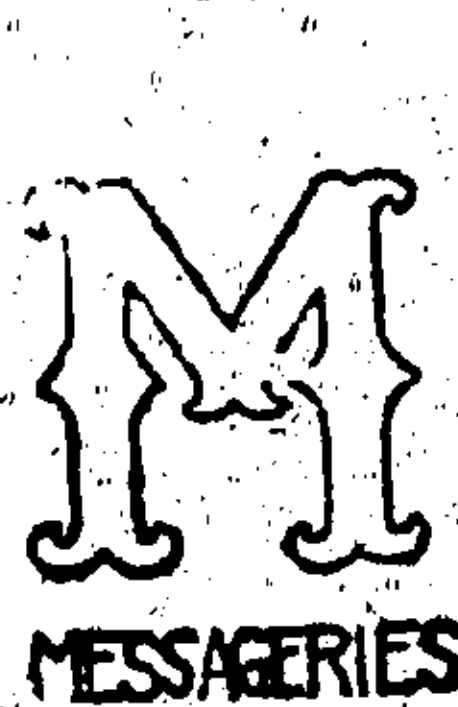
NAGATO MARU ... Sunday, 8th Oct.

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU ... Friday, 29th Sept.

AKITA MARU ... Friday, 6th Oct.

SUWA MARU ... Sunday, 15th Oct.



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.

To SHANGHAI.

PORTHOS ... 28th Sept.
CHENONORAU ... 10th Oct.
D'ARTAGNAN ... 24th Oct.
ATHOS II ... 7th Nov.
ABAMIS ... 8th Nov.
ANDRE LEBON ... 22nd Nov.
FELIX ROUSSEL ... 6th Dec.
PORTHOS ... 30th Dec.
CHENONORAU ... 3rd Jan. '34CHENONORAU ... 28th Sept.
D'ARTAGNAN ... 10th Oct.
ATHOS II ... 24th Oct.
ABAMIS ... 7th Nov.
ANDRE LEBON ... 8th Nov.
FELIX ROUSSEL ... 22nd Nov.
PORTHOS ... 6th Dec.
PORTHOS ... 30th Dec.
CHENONORAU ... 3rd Jan. '34

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:—

Cie. Des MESSAGERIES MARITIMES.

Telephone 30291.

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 3,420 TONS;
THROUGH CARGO
5,790 TONS.

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for Through	H.K.	Ports.
Hai Yang, Swatow	110	—	—
Chekiang, Hoihow	730	65	—
American, President Lincoln, Manila	22	3,402	—
Dutch, Tjileboet, Amoy	145	2,330	—
German, Butram, Rickmers, Manila	380	—	—
Norwegian, Hermod, Bangkok	2,000	—	—
Chinese, Stanley, Swatow	38	—	—
Total	3,425	5,797	—

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Hai Yang (British), Swatow ... 294

Chekiang (British), Hoihow ... 30

Tjileboet (Dutch), Amoy ... 178

Stanley (Chinese), Swatow ... 118

Total ... 600

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
American	1	1
Dutch	1	0
German	1	0
Norwegian	1	1
Japanese	1	3
Chinese	1	0
Total	6	5

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:—

Wharves.
Kowloon:—President Lincoln, O.S.K.—Canton Maru, Douglas Laprak—Hal Yang, Quarry Bay:—Miharu Maru.Docks.
Kowloon:—Hang Sang, Silver-yew, Koromiko, Tin Fat, Tai-koo:—Tean, Chichibu Maru, Hoi Sui, Taming, Yingchow.Buoys.
No. A1.—Bokujo Maru.
No. A3.—Thoresen.
No. A5.—King Yuan.
No. A6.—Selandia.
No. A7.—Tjileboet.
No. A8.—Tainan.
No. A13.—Hartington.
No. B4.—Halvard.
No. A5.—Barge.

ARRIVALS

September 24.

Bertram Rickmers, German str., 2,546 tons, Capt. H. Boehmer, from Manila, Stonecutters—Wm. Meyerink.
Hermos, Norwegian str., 840 tons, Capt. S. B. Ellassen, from Bangkok, buoy No. B16.—Thoresen and Co.
Lushan Maru, Japanese str., 1,507 tons, Capt. T. Tomimaga, from Canton, Yumail—N.Y.K.
Semiramis, Dutch str., 3,379 tons, Capt. D. Tynons, from Benuk, Kowloon Bay Anchorage—A.P.C.
Tjileboet, Dutch str., 3,635 tons, Capt. J. Van Rees, from Amoy, buoy No. A7.—J.C.J.L.
Tin Seng, Chinese str., 943 tons, Capt. Kwok Shau, from Fort Bayard, buoy No. B7.—Wo Hop and Co.

September 25.

An Lee, Chinese str., 992 tons, Capt. from Hongay, Yumail—Yee Tai Hong.
Apoc, British str., 1,776 tons, Capt. C. Boyce, from Singapore, buoy No. B13.—Wo Fat Sing.
Baldina, British str., 2,591 tons, Capt. Schrader, from Manila, buoy No. A12.—Dodwell and Co.
Chekiang, British str., 1,313 tons, Capt. A. N. Taylor, from Hoihow, buoy No. B21.—B. and S.
Daviken, Norwegian str., 1,778 tons, Capt. G. Svane, from Swatow, West Point Wharf.—J. M. and Co.
Helikon, British str., 1,220 tons, Capt. W. Anderson, from Saigon, buoy No. B4.—Wo Fat Sing.
Hellas, Norwegian str., 1,113 tons, Capt. W. Hannevig, from Swatow, buoy No. B18.—Thoresen and Co.
Klangsu, British str., 1,555 tons, Capt. N. Hardie, from Swatow, buoy No. B15.—B. and S.
President Lincoln, American str., 8,787 tons, Capt. G. W. Yardley, from Manila, Kowloon Wharf.—Dollar Line.
Tai Lee, Chinese str., 1,044 tons, Capt. H. Makl, from Canton, buoy No. C7.—Loong Tai Hong.
Tehekam, Chinese str., 806 tons, Capt. Kwok Lai Fee, from Hoihow, buoy No. C5.—Ping-On and Co.
Touraine, Norwegian str., 3,579 tons, Capt. Thos. Brun, from Shanghai, buoy No. A3.—Thoresen and Co.

CLEARANCES

September 24.

Bertram Rickmers for Shanghai.
Bokujo Maru for Moji.
Daviken, for Canton.
Halvard, for Swatow.
Havdrot, for Bangkok.
Hop Sang, for Swatow.
Hydrangea, for Swatow.
Koromiko, for Samarinda.
Lushan Maru, for Shanghai.
Min, for Shanghai.
Selandia, for Manila.
Tai Lee, for Dairen.
To Chu Kung, for Swatow.
Tonkin, for Hsiangphong.
Touraine, for Manila.No. B6.—Marley.
No. B9.—Beechpark.
No. B10.—Prosper.
No. B11.—Tonkin.
No. B12.—Michael Jensen.
No. B18.—Hermos.
No. B39.—Steehew.
No. B21.—Chekiang.
No. B22.—Hop Sang.
No. C1.—Havdrot.
No. C2.—To Chu Kung.

FOR SAILORS IN DISTRESS

Special Govt. Fund To Be Started

The Government Gazette contains an Ordinance for the establishment and administration of a Mercantile Marine Assistance Fund in Hong Kong.

The Fund is to be maintained by an appropriation on the first day of January in each year from the general revenue of the Colony by the Legislative Council sufficient for the Fund during that year.

The persons qualified to receive assistance from the Fund shall be officers or seamen of the Mercantile Marine or their dependants who are in the opinion of the Committee both deserving of and in need of assistance.

A qualified person desiring assistance shall send his application, with full particulars to the Harbour Master, who shall convene a meeting of the members of the Committee in the Colony to consider the case.

The grant or refusal of assistance shall be in the absolute discretion of the Committee.

Assistance shall be of three descriptions:—

(a) The payment, in whole or in part, of passages from the Colony.

(b) Regular assistance in the Colony.

(c) Temporary assistance in the Colony.

Assistance may be reduced, suspended or discontinued at any time by the Committee. In no case shall it be granted to a person who has received a passage, or an assisted passage from the Colony and has returned.

Regular assistance may be granted only to qualified persons who are British subjects and who reside, or whose families reside in the Colony.

The Objects and Reasons state that similar Funds have been established in Singapore and Penang, but there the financing is done by debiting the expenses of the Fund against a particular section of the revenue, the fee paid in respect of Sunday Cargo Working exemptions.

In Calcutta a proportion of the Sunday working fees is allocated to the Seamen's Welfare Committee there. In England similar service is performed by the Mercantile Marine Masters and Officers Relief Fund which receives contributions from the National Relief Fund, King George's Fund and other sources.

SHIPPING MOVEMENTS

The R.M.S. Empress of Russia arrived at Shanghai on September 24 at 2 p.m., left Shanghai on September 25, is due at Nagasaki on September 26 at 5 p.m., leaves Nagasaki on September 27 at 6 a.m., leaves Kobe on September 28 at 3 p.m., and leaves Yokohama on September 30 at 3 p.m.

The R.M.S. Empress of Japan arrived at Kobe on September 24 at 1 p.m., left that port the same day at 7 p.m., is due at Shanghai to-day at 4 p.m., and will leave for Hong Kong to-morrow at 1.30 p.m.

The E. and S. s.s. Sarpedon is expected to arrive here (from Shanghai) on the 27th inst.

The E. and S. s.s. Memnon (from Singapore) is expected to arrive here on the 29th inst.

The E. and A. s.s. Nankin left Moji for this port on the afternoon of the 23rd inst. and is due here on Wednesday afternoon, the 29th inst.

BANK LINE LTD.

AGENTS FOR

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NEW YORK, BOSTON & BALTIMORE

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ANDREW WEIR & CO.

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MAURITIUS & SOUTH AFRICA

S.S. "TINHOU"

Loading for Mauritius: Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown

LIMITED PASSENGER ACCOMMODATION AVAILABLE.

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KLAIVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "ROSEVILLE"

Issuing through to Gulf & Atlantic Coast with transhipment at Los Angeles by first opportunity.

Also through to Alaska with transhipment at Sitka.

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Telephone: 27791.

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P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"CORFU"	15,000	7th Oct.	Bombay, Marseilles & London.
"BOUDWAN"	8,900	14th Oct.	Mars. Havre, Ldon., H'bg, R'dm, A'warp, & Hull
"MANTUA"	11,000	21st Oct.	Marseilles & London.
"RAWALPINDI"	17,000	4th Nov.	Bombay, Marseilles & London
"BURDWAN"	6,300	11th Nov.	Mars. Havre, Ldon.
"COMORIN"	15,000	16th Nov.	Bombay, Marseilles & London
"CHITRAL"	15,000	2nd Dec.	do.
"SOMALI"	6,800	9th Dec.	Mars. Havre, London, H'bg, R'dm, A'warp, & Hull
"RANOH"	17,000	16th Dec.	Bombay, Marseilles & London
"CARTRAGE"	15,000	30th Dec.	do.
"BANGALORE"	6,000	6th Jan.	Mars. Havre, Ldon.
"NALDERA"	16,000	13th Jan.	H'bg, R'dm, A'warp, & Hull
"CORFU"	15,000	27th Jan.	Bombay, Marseilles & London
"BEUTAN"	6,000	3rd Feb.	do.
"BREAR"	6,000	17th Feb.	Mars. Havre, Ldon.
"COMORIN"	15,000	10th Mar.	do.
"CHITRAL"	15,000	24th Mar.	Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SIRDHANA"	8,000	29th Sept.	Singapore, Penang & Calcutta
"TALMA"	10,000	14th Oct.	do.
"TILAWA"	10,000	28th Oct.	do.
"SANTHA"	8,000	11th Nov.	do.
"TAKADA"	7,000	24th Nov.	do.

S.L.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	30th Sept.	Manila, Batavia, Brisbane
"NELLORE"	7,000	3rd Nov.	Sydney & Melbourne.
"TANDA"	7,000	2nd Dec.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Services of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"BURDWAN"	8,100	4th Oct.	S'hai, Moji, Kobe & Y'ham.
"RAWALPINDI"	17,000	5th Oct.	S'hai, Kobe & Yokohama.
"TILAWA"	10,000	5th Oct.	Amoy, S'hai, Moji & Kobe
"NELLORE"	7,000	12th Oct.	S'hai, Moji, Kobe & Yokohama
"SANTHA"	8,000	23rd Oct.	Amoy, S'hai, Moji, Kobe & Osaka
"COMORIN"	15,000	29th Oct.	Shanghai, Kobe & Y'ham.
"SOMALI"	6,800	5th Nov.	do.
"CHITRAL"	15,000	9th Nov.	do.
"RANOH"	17,000	17th Nov.	do.
"BANGALORE"	6,000	30th Nov.	do.
"CARTRAGE"	15,000	1st Dec.	do.
"NALDERA"	16,000	15th Dec.	do.
"CORFU"	15,000	29th Dec.	do.
"BANGALORE"	17,000	12th Jan.	do.
"RAWALPINDI"	17,000	26th Jan.	do.
"COMORIN"	15,000	9th Feb.	do.
"CHITRAL"	15,000	23rd Feb.	do.
"RANOH"	17,000	9th Mar.	do.
"CARTRAGE"	15,000	23rd Mar.	do.
"NALDERA"	16,000	6th Apr.	do.
"CORFU"	15,000	19th Apr.	do.
"MANTUA"	11,000	3rd May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Pumps, Louvre Ventilation, Steamers on London and Australian Lines are fitted with Laundries. Passengers measuring not more than 5c. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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AND OTHER SCANDINAVIAN PORTS.

via MANILA AND STRAITS SETTLEMENTS.

Sailing about 1st October

M.V. "SHANTUNG"

M.S. "NAGARA"

Sailing about 1st November

M.V. "CANTON"

M.S. "TAMARA"

Sailing about 1st December

Passenger Fares

Hong Kong to Mediterranean

Hong

